PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

2009 ANNUAL REPORT

PACIFIC STATES/BRITISH COLUMBIA
OIL SPILL TASK FORCE

2009 ANNUAL REPORT

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TABLE OF CONTENTS

PREFACE PAGE 1

VISION, MISSION, GOALS AND OBJECTIVES 2

KEY TASK FORCE PERSONNEL 3

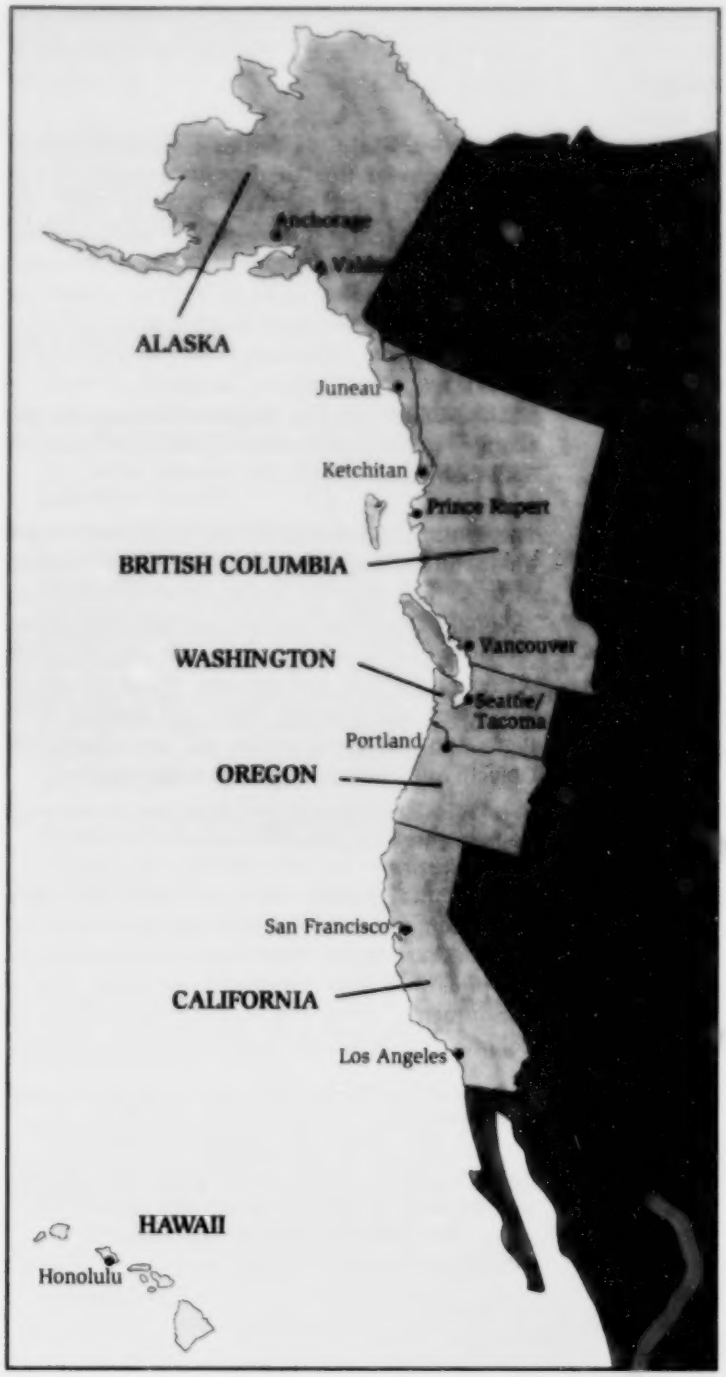
TWENTY YEARS OF ACCOMPLISHMENTS 4

FROM THE EXECUTIVE COORDINATOR 6

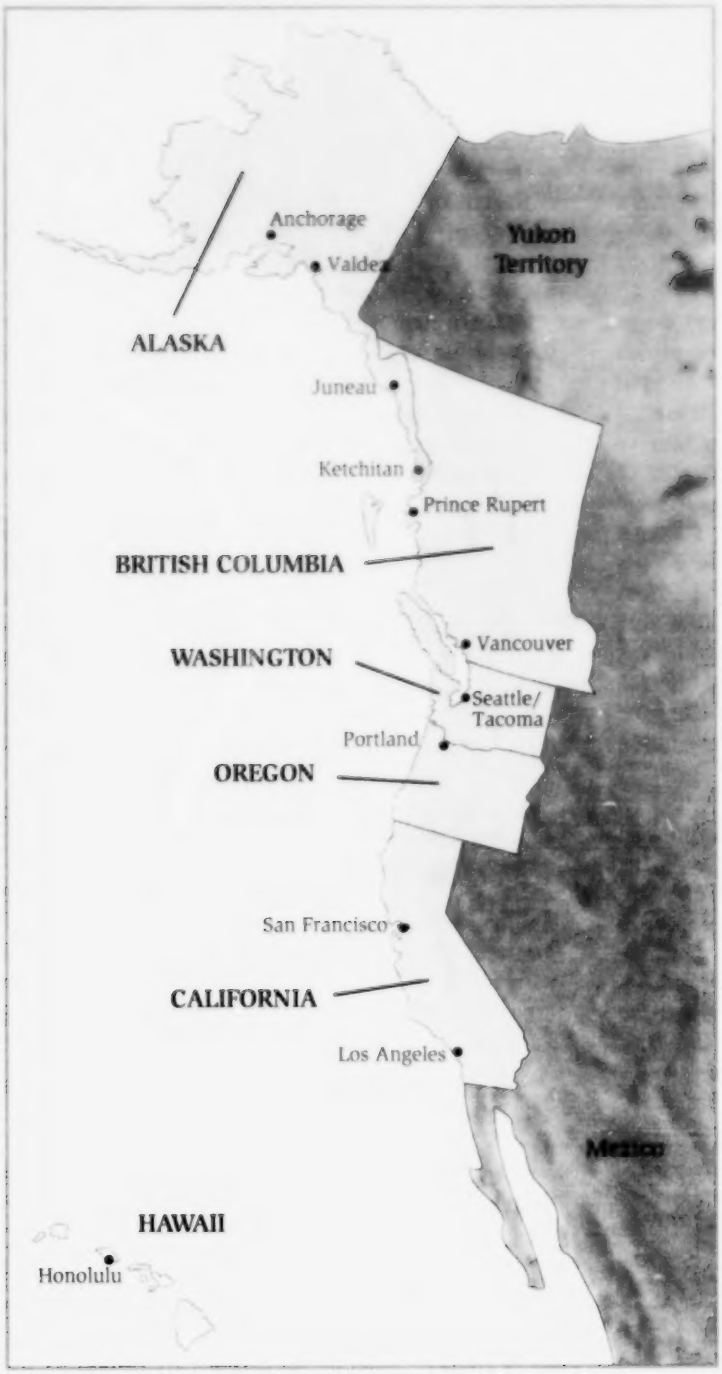
2008-2009 IN REVIEW 8

Oil Spill Task Force Activities and Accomplishments
- Spill Prevention Projects 8
- Spill Preparedness and Response Projects 32
- Communications Projects and Activities 36

Task Force Member Agency Activities and Accomplishments
- Alaska 42
- British Columbia 47
- California 51
- Hawaii 60
- Oregon 62
- Washington 64



The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.



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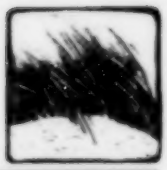


This Annual Report of the Pacific States/British Columbia Oil Spill Task Force is submitted to the Governors of California, Oregon, Washington, Hawaii, and Alaska, and to the Premier of British Columbia, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member agencies from July 2008 through June 2009.

The States/British Columbia Oil Spill Task Force was established by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the tank barge *Nestucca*, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

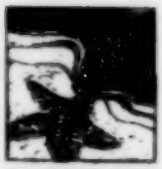
The Oil Spill Task Force produced a report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90), as well as the Canadian Shipping Act Amendments adopted in 1993.

When the State of Hawaii authorized its Department of Health, Environmental Health Division, to join the Task Force in 2001, the governing Memorandum of Cooperation was updated and signed by Hawaii Governor Benjamin Cayetano, Alaska Governor Tony Knowles, Washington Governor Gary Locke, Oregon Governor John Kitzhaber, California Governor Gray Davis, and Gordon Campbell, Premier of British Columbia. The organization's name was changed to the Pacific States/British Columbia Oil Spill Task Force.

The continuing focus of the Oil Spill Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating regional projects to improve oil spill prevention, preparedness, and response in the shared Pacific waters of the U.S. and Canada. These efforts are guided by our Strategic Plan and Annual Work Plans and are based on our Mission, Goals, and Objectives as stated on the following page.

■

This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the Pacific States/British Columbia Oil Spill Task Force or a member agency.



Long Term Vision Statement:

No Spilled Oil.

Mission Statement:

The mission of the Oil Spill Task Force is to strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills.

Ongoing Goals:

Prevent spills that impact natural resources in our member jurisdictions, both large spills with significant impacts and chronic small spills with cumulative impacts.

Facilitate communication among member agencies in order to promote policy uniformity and consistency, improve prevention, preparedness, response, and recovery capabilities, and maximize efficiency of effort by sharing ideas and "products";

Clarify the roles and responsibilities of state and provincial agencies with regard to federal agencies in order to reduce regulatory gaps and overlaps while avoiding potential conflicts;

Advocate in national and international arenas on issues of common concern, building respect through credibility, clarity of purpose, and collaboration;

Serve as a catalyst for improvements by working cooperatively with federal agencies, other states and provinces, industry, response contractors, public interest groups, and concerned citizens to create opportunities for policy and technology breakthroughs;

Educate the public and stakeholders on the impacts of oil spills and issues relating to spill prevention, preparedness, response, and restoration;

Identify emerging trends in oil transportation, production, and storage in order to assist member agencies with their strategic planning; and

Serve as a model of proactive regional cooperation and coordination.

Objectives:

Spill Prevention: To prevent oil spills from a variety of sources, including vessels, pipelines, facilities, vehicles, and railroads.

Spill Preparedness and Response: To enhance oil spill preparedness and response capabilities throughout our region.

Communications: To continuously improve communications within the Task Force as well as with key stakeholders and the general public, and to maintain a high level of public and stakeholder involvement in Task Force activities.

Task Force Members

Stephen Edinger (2008-2009)
Administrator, Office of Spill Prevention and Response, California Department of Fish and Game

Larry Hartig (2007-2009)
Commissioner, Alaska Department of Environmental Conservation

Doug Konkin (2009)
Deputy Minister, British Columbia Ministry of Environment

Laurence Lau (2003-2009)
Deputy Director for Environmental Health, Hawaii Department of Health

Jay Manning (2001-2009)
Director, Washington Department of Ecology

Dick Pedersen (2007-2009)
Director, Oregon Department of Environmental Quality

Coordinating Committee Members:

Larry Dietrick (1999-2009)
(Alternates: Betty Schorr and Bob Mattson)
Alaska Department of Environmental Conservation

Graham Knox (2006-2009)
British Columbia Ministry of Environment

Curtis Martin (2001-2009)
Hawaii Department of Health

Jon Neel (1989-1998, 2005-2009)
Washington Department of Ecology

Steve Sawyer (2006-2009)
Office of Spill Prevention and Response, California Department of Fish and Game

Mike Zollitsch (1997-2009)
Oregon Department of Environmental Quality

Executive Coordinator:

Jean Cameron (1993-2009)
Pacific States/British Columbia Oil Spill Task Force

1989-2009

OIL SPILL TASK FORCE **TWENTY YEARS OF ACCOMPLISHMENTS**

INITIAL REPORT

The Oil Spill Task Force produced a report in October of **1990** that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction.

OIL SPILL PREVENTION INITIATIVES

Recommendations regarding Training and Standards to minimize human errors were adopted in **1995**.

A review of West Coast pilotage and recommendations to improve pilotage safety were completed in **1997**.

A survey of state/federal pipeline spill prevention standards to identify regulatory gaps and overlaps was completed in **1998**; recommendations for interagency coordination to improve pipeline spill prevention were made in **1999**.

The Task Force partnered with the US Coast Guard and Canadian authorities to sponsor a stakeholder workgroup that assessed the oil spill risks associated with offshore vessel traffic on the west coast and, in **2002**, this West Coast Offshore Vessel Traffic Risk Management Project workgroup recommended a number of steps to reduce that risk, including voluntary minimum distances from shore for coastwise vessel traffic.

Since **2002**, the Task Force has collected data on spills of one barrel or larger in the West Coast states, and uses a common Data Dictionary to ensure standardized entries. We also sponsor investigator training every two years or as needed.

The Task Force worked with tank vessel operators in **2003** to rank voluntary practices that help prevent oil spills. We have done educational outreach regarding these "Best Industry Practices" to both the commercial vessel and tug/tank barge industries.

A review of the status of implementation of the 2002 West Coast Offshore Vessel Traffic Risk Management Project recommendations was conducted in 2007; new recommendations generated by a stakeholder workgroup were adopted in **2008**.

Ongoing: We track the double-hull status of all tankers in the Trans-Alaska Pipeline (TAPS) trade.

Ongoing: We support the Pacific Oil Spill Prevention Education Team (POSPET) whose members do spill prevention outreach to recreational boaters and marinas. We provides staffing, a web page, a listserve, and also help fund outreach materials.

Ongoing: We have supported and encouraged federal adoption of salvage and firefighting regulations for both tank and nontank vessels.

OIL SPILL PREPAREDNESS/RESPONSE INITIATIVES

The Task Force adopted a Mutual Aid Plan in **1993** to facilitate sharing member agency staff and resources.

A comparison of contingency plan requirements for vessels and facilities was completed in **1995** and is being updated in **2009**. This is available on our website.

Recommendations regarding policies governing the use of alternative response technologies such as in-situ burning and dispersants were adopted in 1995 and the status of such policies is continuously reviewed by the Task Force.

A review of oiled wildlife care facilities on the West Coast was completed in **1995**.

We adopted a Mutual Aid Agreement in **1996** that outlines protocols for releasing private sector equipment cited in approved contingency plans for the purpose of Mutual Aid.

In **1997** we adopted a voluntary Integrated Vessel Response Plan (IVRP) format based on the key elements of the U.S. Coast Guard's Vessel Response Plan. This format allows correlation with west coast state planning requirements as well as with the Shipboard Oil Pollution Emergency Plan (SOPEP) required by Transport Canada.

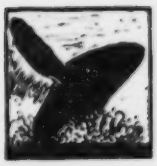
An subsequent Task Force Agreement to accept vessel contingency plans in a format that integrates both state and federal planning requirements was adopted in **1998**.

Recommended protocols for oiled bird and marine mammal rescue and rehabilitation were published in **1998**.

The Task Force partnered with the US Coast Guard to sponsor a stakeholder workgroup which updated the Oil Spill Field Operations Guide, effective **2000**.

A set of updated and simplified "Recommended Contingency Planning Elements" was adopted by the Task Force members in **2003**.

In partnership with the U.S. Coast Guard and a stakeholder workgroup, we developed guidelines for decision-making in response to vessel requests of a Place of Refuge in **2005**.



We developed Area Committee planning guidelines for Volunteer Management in **2008**.

Ongoing: Member jurisdictions along the West Coast now require oil spill contingency plans from nontank vessels. We have also supported U.S. Coast Guard adoption of contingency plan regulations for nontank vessels.

Ongoing: A table illustrating the Financial Responsibility requirements of member agencies is maintained on the Task Force website.

Ongoing: We advocate for increasing the Limits of Liability for both vessels and facilities in order to protect the U.S. Oil Spill Liability Trust Fund.

Ongoing: We monitor developments in the use of the Incident Command System as a response paradigm in order to advance the interests of our member agencies and promote improved training concepts.

Ongoing: The Task Force maintains an easy-to-remember oil spill reporting number (1-800-OILS-911) for use by recreational and fishing vessels operating from British Columbia to California.

Ongoing: We regularly monitor oil spill research and development of new technologies and advocate for research priorities.

Current: We have initiated a comprehensive review of the status of planning and response capabilities on the two U.S./Canadian borders within our region.

COMMUNICATIONS INITIATIVES

The Task Force was created in **1989** by a Memorandum of Cooperation signed by the Governors of Alaska, Washington, Oregon, and California and the Premier of British Columbia.

The Legacy Awards Program has been ongoing since **1999**, honoring groups or individuals who go beyond regulatory requirements to improve oil spill prevention, preparedness, and response.

A second Memorandum of Cooperation was signed by the Governors and Premier in **2001** when the State of Hawaii joined the Pacific States/British Columbia Oil Spill Task Force.

The Task Force signed a partnership Memorandum of Understanding with the U.S. Coast Guard Pacific Area in May of **2008**. The Coordinating Committee meets with Pacific Area representatives annually as a "Steering Committee" to implement this MOU.

Ongoing: The Task Force hosts a one-day Annual Meeting, open to the public, and rotated among our member jurisdictions, every other year.

Ongoing: The Task Force hosts a multi-day "Clean Pacific" conference, also rotated among our member jurisdictions, ever other year.

Ongoing: The Task Force has sponsored public roundtable discussions on Spill Response Readiness, Natural Resource Damage Assessments, Spills from Trucks, Green Ports, Places of Refuge, response in low-visibility conditions, and Cruise Ship Pollution.

Ongoing: Stakeholder participation is encouraged in Task Force Annual Meetings, as the Clean Pacific Conferences, and at Roundtables, as well as in project workgroups as appropriate.

Ongoing: A Task Force website is maintained at http://www.oilspilltaskforce.org.

Ongoing: We produce an Annual Report which includes updates on Task Force and Member Agency activities as well as the spill data for the preceding year.

Ongoing: Participation in the trustee/industry Joint Assessment Team's efforts to coordinate natural resource damage efforts is ongoing.

Ongoing: The Task Force provides comments on US and Canadian regulatory initiatives of interest to our members.

Ongoing: We have identified Points of Contact in other coastal states and provinces for information sharing.

Ongoing: The Task Force Members meet annually; the Coordinating Committee members meet at least quarterly, either in person or by conference call.

Ongoing: Internal communication and information exchange among member agencies are facilitated by Task Force staff.

Ongoing: We regularly share information on spill prevention, preparedness, and response Topics of Concern among member agencies.

Ongoing: The Task Force Executive Coordinator responds to information requests and represents the Task Force at meetings, workshops, and conferences as time and budgets allow.

Ongoing: We operate on the basis of multi-year Strategic Plans which are implemented through Annual Work Plans.

Dear Reader,

2009 marks the 20th Anniversary of the Pacific States/British Columbia Oil Spill Task Force! Taking time to contemplate what that means, I'm struck by four implications:

First, there's a lot of experience guiding the work of this unique organization. Cumulatively, the members of the Task Force's Coordinating Committee have over 50 years of experience with this organization. The three "senior fellows" are Larry Dietrick of the Alaska Department of Environmental Conservation (10 years), Mike Zollitsch of the Oregon Department of Environmental Quality (12 years), and Jon Neel from the Washington Department of Ecology (a total of 13 years in two terms). Our Task Force Members, who serve in appointive positions, don't get the same opportunity to accumulate years working with the Task Force; nevertheless they have more than 15 years of experience among them. Larry Lau of the Hawaii Department of Health is the "senior" with six years experience. And I marked 16 years with the Task Force in 2009!

Second, we have addressed a wide variety of topics and issues over the past 20 years. As you can see from the preceding list of accomplishments since 1989 and ongoing, there has been no lack of challenges in the fields of oil spill prevention, preparedness, and response. And to think that I thought this job would be simple. Coming from natural resource policy work focused on a range of issues, from water quality to hazardous materials, I thought back in 1993: "oil spills – just one issue to deal with!" Now, I'm grateful for the variety of challenges – it's seldom boring!

Third, even with all our accomplishments, there are numerous challenges ahead. Some are new, some are just "still on the to-do list," and some never change. Here's how I see them:

With reduced use of fossil fuels and reduced oil imports in the decades ahead, we will need to define and address the new risks, whether from new fuels or from new transportation/storage patterns;

With regard to risk assessments, we also need to improve data collection and analysis in order to determine the volume, traffic patterns, and types of vessel traffic occurring along the West Coast and into Arctic waters;

Our regional spill data trends consistently show that pipelines and facilities are primary spill sources; we need to improve our spill prevention focus on these sources;

The work of the Pacific States/British Columbia Oil Spill Task Force must accommodate the pressures and changes facing our member agencies and the key stakeholder groups whom we work with, ranging from an aging workforce, smaller staffs, and less funding for travel to meetings, roundtables, and conferences;

As our spill prevention efforts succeed and the number of spills are reduced, there's greater need for mutual aid among member agencies – not only to supplement smaller staffs but also to build spill response experience;

We are challenged to improve our ability to investigate and collect root cause information on both spills and near-miss incidents;

Along with the U.S. Coast Guard and the vessel industry, we face interesting challenges in the short-term to implement the salvage and firefighting regulations and to bring nontank vessels fully under the contingency plan umbrella, including the salvage requirements;

Both government and the private sectors will need to focus on bringing technology, staffing, and training on-line to operationalize 24/7 spill response capabilities;

Planning, drills, and coordination across borders needs more attention, whether it's across state borders, national borders, or on the borders of multiple planning areas; and

Investing in partnerships, collaboration, and cooperation must remain a top priority. Jane and John Q. Public really don't care whose turf it is or which type of management system or software we're using; they just want to see a prompt and efficient response when oil is spilled. As our staff sizes are reduced, working as a team is more critical than ever. As media outlets multiply, being able to speak efficiently as team is more critical than ever. And as new people join our teams, we must communicate a commitment to partnerships and respect that crosses agency lines and unites both the public and private sectors under the shared goals of improving oil spill prevention, preparedness, and response.

And fourth, many people have made the last 20 years a success. My thanks to the Task Force member agencies and all they've invested in this partnership – you have created a remarkable legacy, one which I'm confident you'll continue to build on. I am also very grateful to the many stakeholders, whether from industry, tribes, NGOs, or state and federal agencies, who have worked with us over the past twenty years. We may have provided the forum to address a variety of topics, but it was your intellect and input that made the final reports and recommendations worthwhile.

Sincerely,

Jean R. Cameron

Jean R. Cameron
Executive Coordinator

SPILL PREVENTION PROJECTS

THE DATABASE PROJECT

The Task Force's regional oil spill database was initiated in 2003 with the collection of the 2002 data. Each subsequent year our Annual Report has included a compilation and analysis of regional data from the prior year. Our ongoing goal is continuous improvement of this database in order to provide information on spill trends and causal factors; this allows us to better target our spill prevention efforts. FYI, spill data from 2002 – 2007 is available in our Annual Reports on the Task Force website at www.oilspilltaskforce.org.

The Database Workgroup is chaired by Camille Stevens of the Alaska Department of Environmental Conservation; Camille also compiles the information supplied by other member agencies and produces the final graphics after Workgroup review. Other Workgroup members include Cathy Conway and Adrian Chatigny of the California Office of Spill Prevention and Response, Mike Zollitsch of the Oregon Department of Environmental Quality, Marcia Mealey and Curtis Martin of the Hawaii Office of Hazard Evaluation and Emergency Response, and Jack Barfield of the Washington Department of Ecology. The British Columbia Ministry of Environment monitors the project, is developing a spill database, and plans to join the Task Force project as soon as possible.

Only spills of one barrel or larger are included in the Database. The Database Workgroup endeavors to refine data submittals consistent with the Task Force Data Dictionary (http://www.oilspilltaskforce.org/docs/datadictionary.pdf), with particular emphasis on reducing the amount of data categorized as "other" or "unknown" to no more than 5% in any category. It is an ongoing challenge to refine information entered into the database to a level of specificity that supports effective analysis while also conforming to the varied collection capabilities of member agencies.

The 2008 data is shown on the following pages. Highlights include:

- A total of 1,379 releases occurred during 2008, with a total volume 1,523,494 gallons.
- 84% of the total number of releases was non-crude oil.
- Crude oil represented approximately16% of the total number of spills and nearly half of the total volume (46%).
- Fifteen (15) releases exceeded 10,000 gallons, including 4 crude oil spills and 11 non-crude oil spills.
- Facilities (63%) and Vessels (20%) were the major sources of non-crude spills during 2008.
- 81% of the total non-crude spill volume was attributed to Equipment Failure (44%) and Human Error (37%).
- Equipment Failure (90%) was the predominant cause of crude oil spills during 2008.

The 2002-2008 data provides us with an opportunity to look at seven-year trends, which is also shown in this report. Here are the highlights:

- A total of 6,457 releases occurred during the seven-year period 2002-2008, with a total volume of 6,539,281 gallons.
- 89% of the total number of releases was non-crude oil. Crude oil represented approximately 11% of the total number of spills and approximately 31% of the total volume.
- Eighty-four (84) releases exceeded 10,000 gallons, including 23 crude oil spills and 61 non-crude oil spills.
- Crude Oil volume was significantly lower in 2002-2005 than in the years 2006-2008. The top two crude oil spills during the 7-year period were a 463,848 gallon spill in California during (2008) and a 267,000 gallon spill in Alaska (2006). The combined volume of these two incidents comprised 38% of the total volume of crude oil released for the period.

- Overall, Facilities (48%) and Pipelines (26%) were the major sources of spills for during the 7-year period.

The Oil Spill Task Force database is created and maintained for information purposes only. The data represents the respective agencies' best information at the time it was entered into the database. Recorded quantities are often under-reported. Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.

2008 ANNUAL SUMMARY OF SPILLS

- A total of 1,379 releases occurred during 2008, with a total volume 1,523,494 gallons.
- 84% of the total number of releases were non-crude oil.
- Crude oil represented approximately 16% of the total number of spills and nearly half of the total volume (46%).
- Fifteen (15) releases exceeded 10,000 gallons, including 4 crude oil spills and 11 noncrude oil spills. Only one (1) of the releases were to water. The most common source type was Facility (12 spills).
- Eleven (11) of the 15 spills greater than 10,000 gallons were non-crude products or Oily Water Mixture.

SUMMARY OF RELEASES BY PRODUCT (2008)

PRODUCT	COUNT	GALLONS	VOL.
Crude Oil	225	700,297	46%
Oily Water Mixture	79	370,266	24%
Diesel Oil	593	283,036	19%
Gasoline	51	45,540	3%
Kerosene/Jet Fuel	23	27,659	2%
Mineral Oil/Transformer oil	151	19,247	1%
Lube oil/Motor oil	44	13,954	0.92%
Other	32	12,290	0.81%
Asphalt/Creosote	13	12,139	0.80%
Waste oil	34	10,065	0.66%
Hydraulic Oil	71	9,539	0.63%
Edible/Vegetable oil	8	8,439	0.55%
Heating Oil	18	6,186	0.41%
Aviation fuel	19	2,556	0.17%
Bunker C/IFO/HFO	8	1,270	0.08%
Unknown	7	777	0.05%
LNG/LPG	3	234	0.02%
TOTAL	**1,379**	**1,523,494**	

SPILLS GREATER THAN 10,000 GALLONS (2008)

PRODUCT	VOL.	STATE	DATE	SOURCE TYPE	CAUSE TYPE	MEDIUM
Diesel Oil	420,000	CA	10/30/07	Facility	Equipment Failure	Land
Crude Oil	463,848	CA	04/24/08	Pipeline	Equipment Failure	Land
Diesel Oil	145,000	AK	03/23/08	Vessel	Human Error	Marine
Oily Water Mixture	128,000	CA	11/26/08	Facility	Equipment Failure	Land
Oily Water Mixture	63,000	CA	07/29/08	Facility	Unknown	Land
Oily Water Mixture	31,500	CA	06/10/08	Facility	External Conditions	Land
Crude Oil	26,250	CA	06/11/08	Facility	Equipment Failure	Land
Oily Water Mixture	21,546	CA	06/27/08	Facility	Equipment Failure	Land
Oily Water Mixture	21,000	CA	07/11/08	Facility	Equipment Failure	Land
Crude Oil	20,622	CA	09/06/08	Facility	Equipment Failure	Land
Gasoline	18,900	HA	02/13/08	Facility	Human Error	Land
Diesel Oil	15,000	WA	08/01/08	Facility	Equipment Failure	Impermeable Surface
Kerosene / jet fuel	13,630	AK	10/30/08	Facility	Equipment Failure	Land
Oily Water Mixture	12,684	CA	04/03/08	Facility	Equipment Failure	Land
Oily Water Mixture	10,500	CA	04/11/08	Facility	Human Error	Land
Crude Oil	10,080	CA	07/21/08	Pipeline	Equipment Failure	Land

2008 NON-CRUDE SPILLS

Total Spills	1,154
Total Volume (gal)	823,197
Average Spill Size (gal)	713

SUMMARY BY PRODUCT:

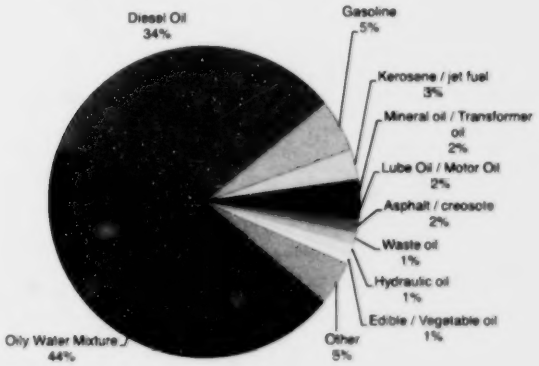
Top Products

Product	Gallons
Oily water mixture	370,266
Diesel Oil	283,036
Gasoline	45,540
Kerosene / Jet Fuel	27,659

- 1,154 non-crude spills totalling 823,197 gallons occurred during 2008.
- The total volume of non-crude oil spilled during 2008 was 356,767 gallons less than in 2007.
- Together, Diesel Oil (34%) and Oily Water Mixture (45%) comprised 79% of the total noncrude volume released.
- Diesel spills were the most frequent (593 spills) and comprised 34% of the total noncrude oil spill volume. In contrast, Oily Water Mixture spills were much less frequent (79 spills), but comprised 45% of the non-crude oil spill volume.
- With the exception California and Hawaii, Diesel Oil dominated each state's annual noncrude spill volume.

NON-CRUDE SPILLS BY PRODUCT, ALL STATES (2008)

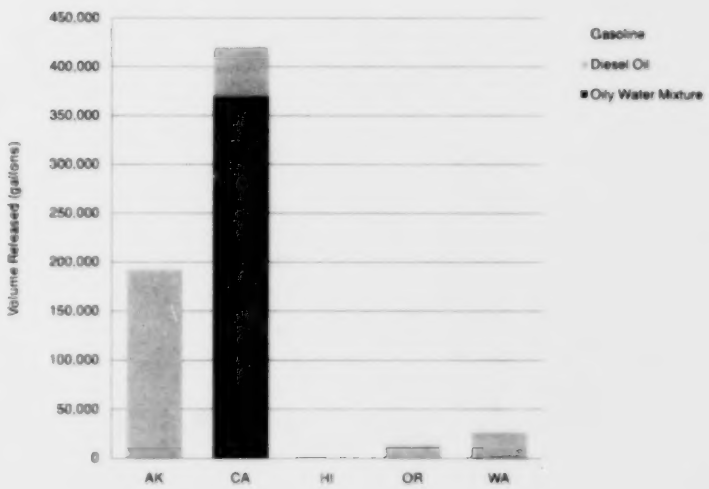
(percent total volume)



NOTE: For graphing purposes, "Other" includes product classifications which comprised 1% or less of the total volume released: Heating Oil, Aviation fuel, Bunker CIF/IFO/HFO, Unknown, LNG/LPG.

NON-CRUDE SPILLS BY PRODUCT AND STATE (2008)

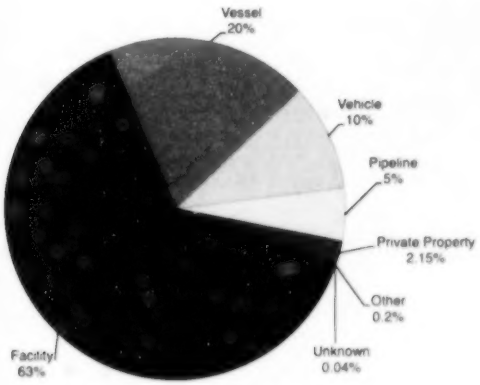
(top 5 percent by volume)



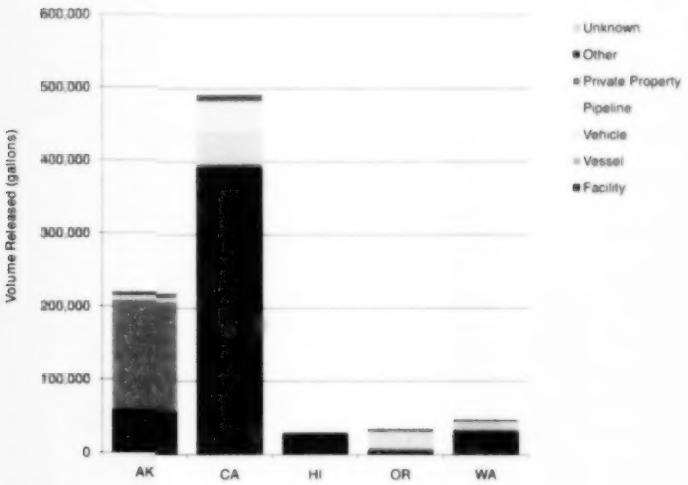
2008 NON-CRUDE SPILLS

NON-CRUDE SPILLS BY SOURCE, ALL STATES (2008)

(percent total volume)



NON-CRUDE SPILLS BY SOURCE AND STATE (2008)



SUMMARY BY SOURCE:

Top Sources

Source	Gallons
Facility	519,382
Vehicle	158,528
Vehicle	83,397

- Facilities (63%) and Vessels (20%) were the major sources of non-crude spills during 2008. A single 145,000-gallon spill in Alaska comprised 92% of the total non-crude spill volume from vessels.
- Vehicle spills (485) were the most frequent source of noncrude spills during 2008.
- Facilities were the major source for non-crude spills over 10,000 gallons.

2008 NON-CRUDE SPILLS

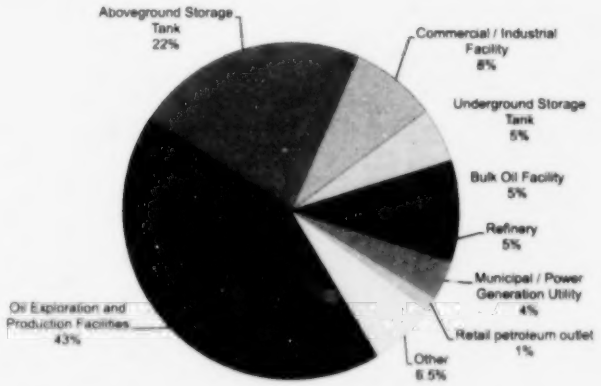
SUMMARY BY SOURCE:

(continued)

- Oil Exploration and Production Facilities (43%) and Aboveground Storage Tank (22%) facilities were the top contributors to facility spills.
- Commercial Trucks (46%), and Tank Trucks (36%) were the major contributors for vehicle spills.

NON-CRUDE SPILLS – FACILITY DETAIL (2008)

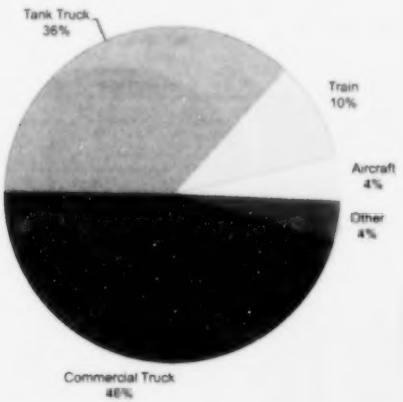
(percent total volume)


Aboveground Storage Tank 22%
Commercial / Industrial Facility 8%
Underground Storage Tank 5%
Bulk Oil Facility 5%
Refinery 5%
Municipal / Power Generation Utility 4%
Retail petroleum outlet 1%
Other 6.5%
Oil Exploration and Production Facilities 43%

NOTE: For graphing purposes, "Other" includes Facility classifications which comprised 1% or less of the total volume released: Marine Terminal, Leaking Drum or Container, Unknown, and Marina.

NON-CRUDE SPILLS – VEHICLE DETAIL (2008)

(percent total volume)

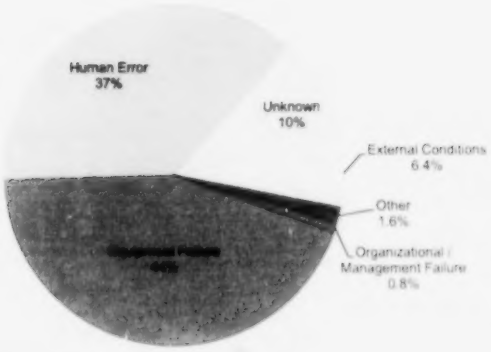


NOTE: For graphing purposes, "Other" includes Vehicle classifications which comprised 1% or less of the total volume released: Private Vehicle, Retail Petroleum Outlet, Commercial / Industrial Facility.

2008 NON-CRUDE SPILLS

NON-CRUDE SPILLS BY CAUSE, ALL STATES (2008)

(percent total volume)

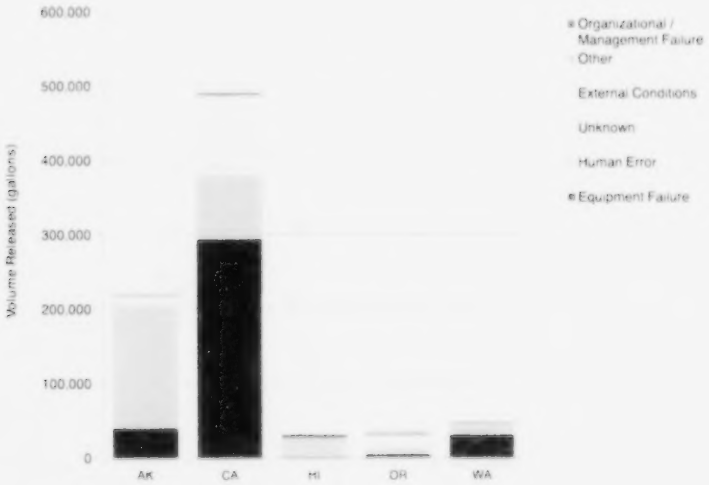


Top Causes

Equipment Failure	363,271
Human Error	303,282
Unknown	85,581

- 81% of the total non-crude spill volume was attributed to Equipment Failure (44%) and Human Error (37%).

NON-CRUDE SPILLS BY CAUSE AND STATE (2008)



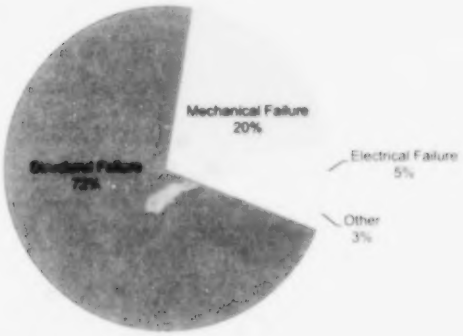
2008 NON-CRUDE SPILLS

SUMMARY BY CAUSE:

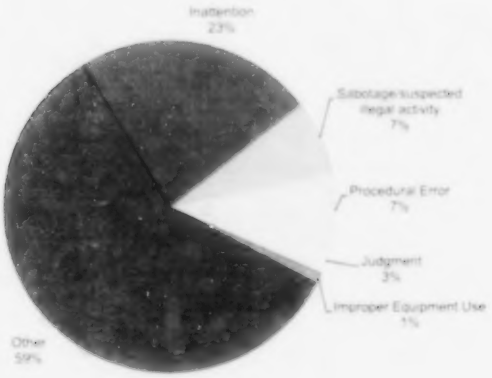
(continued)

- Nearly three quarters of the Equipment Failure spills were due to Structural Failure (72%).
- Other (59%) was the main cause among Human Error spills.

NON-CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2008)
(percent total volume)



NON-CRUDE SPILLS – HUMAN ERROR DETAIL (2008)
(percent total volume)

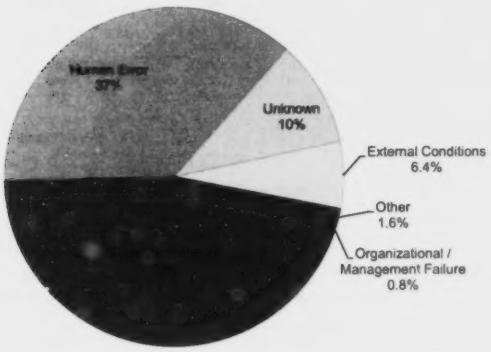


NOTE: "Other" for Human Error means individual human error not covered by the categories of Communications, Language, Drugs/alcohol, Inexperience, Improper equipment use, Inaccurate computation, Inattention, Procedural error, Fatigue, Illness, Judgement, Sabotage/suspected illegal activity, or Deliberate violation.

2008 NON-CRUDE SPILLS

NON-CRUDE SPILLS BY CAUSE, ALL STATES (2008)

(percent total volume)



SUMMARY BY CAUSE:

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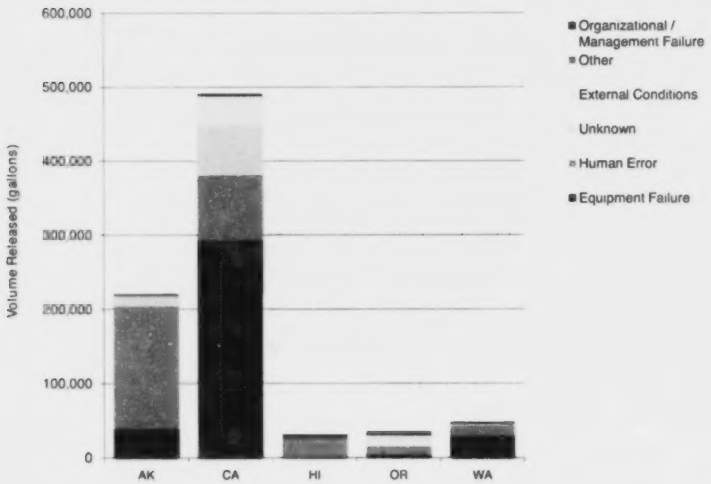
NON-CRUDE SPILLS BY CAUSE AND STATE (2008)



2008 NON-CRUDE SPILLS

SUMMARY BY CAUSE:

(continued)

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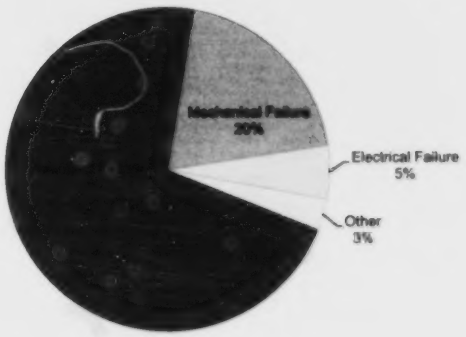
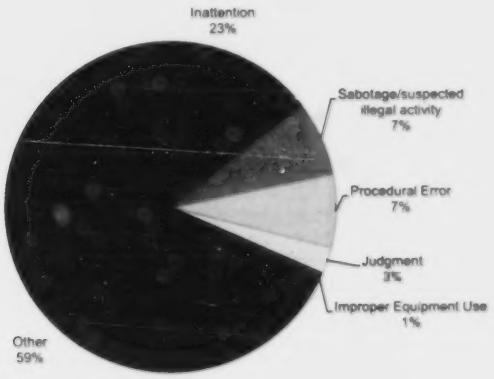
NON-CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2008)
(percent total volume)



NON-CRUDE SPILLS – HUMAN ERROR DETAIL (2008)
(percent total volume)



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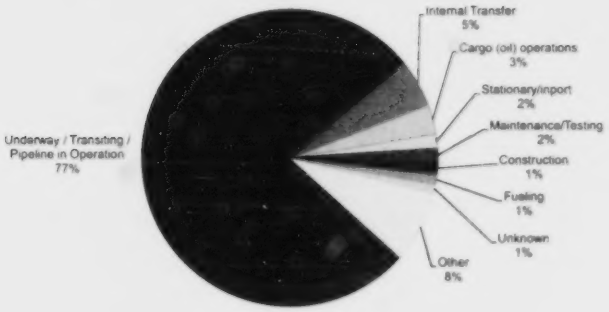
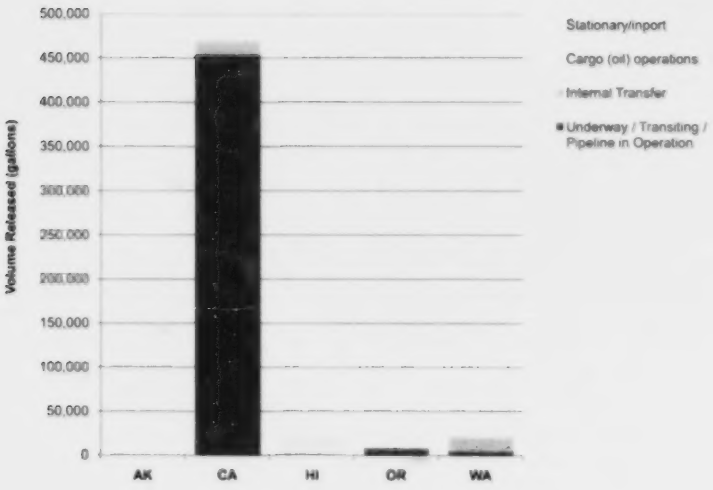
NON-CRUDE SPILLS BY ACTIVITY (2008)

(percent total volume)



NOTE: For graphing purposes, "Other" includes activity classifications with less than 5,000 gallons spilled: Oil Transfer (non-fuel), Tank/Hold Cleaning, Ballasting/de-ballasting, Bilge Pumping.

NON-CRUDE SPILLS BY ACTIVITY AND STATE (2008)



2008 NON-CRUDE SPILLS

SUMMARY BY ACTIVITY:

NOTE: Activity was not recorded for spills in Alaska.

Activity	Gallons
Underway / Transiting[1]	466,724
Other	42,495
Internal Transfer	30,945

- Underway/Transiting/Pipeline in Operation[1] (77%) was the main activity at the time of the spill.

[1]Underway/Transiting/Pipeline in Operation: Normal and controlled operations of a pipeline, vessel, or vehicle while carrying out normal operations.

2008 NON-CRUDE SPILLS

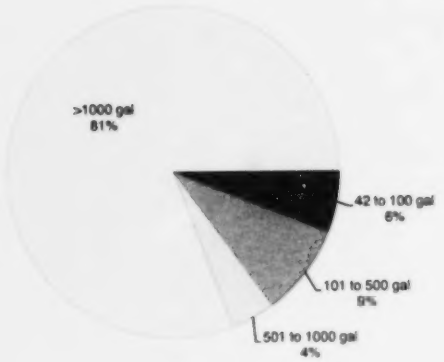
SUMMARY BY SPILL SIZE:

Size Class	Gallons
42 to 100	49,206
101 to 500	73,947
501 to 1000	35,421
>1000	664,623

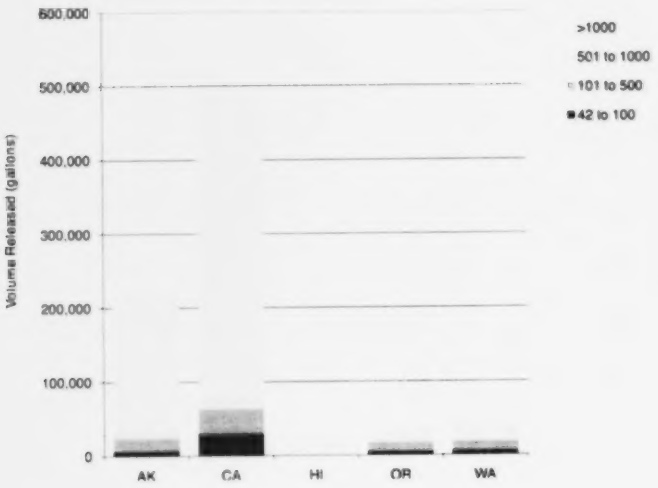
- More than 80% of the total non-crude spill volume was due to spills greater than 1,000 gallons.

NON-CRUDE SPILLS BY SPILL SIZE (2008)

(percent total volume)

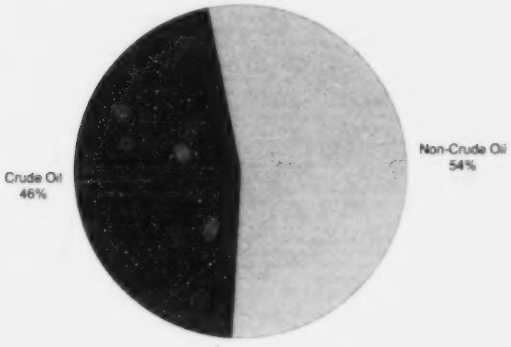


NON-CRUDE SPILLS BY SPILL SIZE AND STATE (2008)

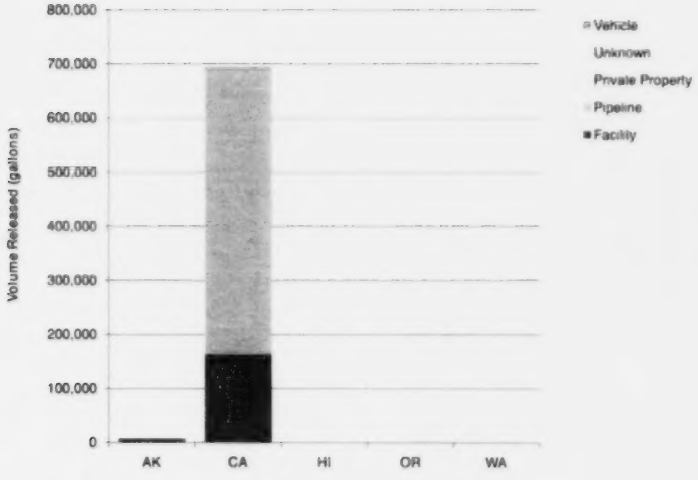


CRUDE VS. NON-CRUDE SPILLS, ALL STATES (2008)

(percent total volume)



CRUDE SPILLS BY SOURCE TYPE AND STATE (2008)



2008 CRUDE SPILLS

Total Spills	225
Total Volume (gal)	700,297
Average Spill Size (gal)	3,112

SUMMARY:

Product Type

Product	Gallons
Crude Oil	700,297
Non-Crude Oil	823,197
Total	1,523,494

- Crude Oil comprised 46% the total volume for 2008.
- The largest Crude Oil spill occurred in California and had a volume of 463,848 gallons, approximately two-thirds of the total crude oil spilled during 2008.
- Crude Oil spill volume was 169,379 gallons more in 2008 than 2007.
- The major source type for Crude Oil spills was Pipelines.

Top Sources

Source	Gallons
Pipeline	525,615
Facility	170,255
Vehicle	4,293

2008 CRUDE SPILLS

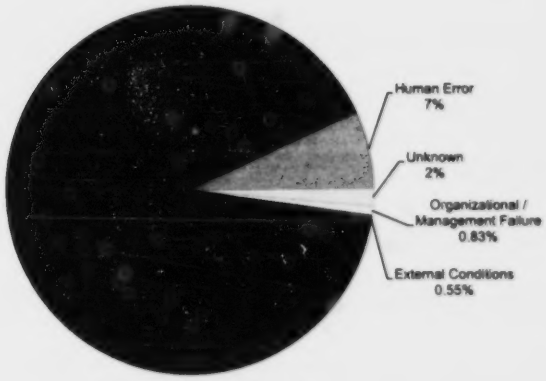
SUMMARY BY CAUSE:

Top Causes

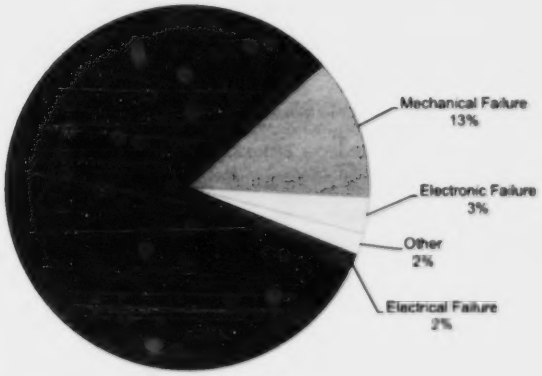
Cause	Gallons
Equipment Failure	631,960
Human Error	47,651
External Conditions	11,038

- Equipment Failure (90%) was the predominant cause of crude oil spills during 2008.
- Structural Failure was responsible for 80% of the total crude oil released due to equipment failure.

CRUDE SPILLS BY CAUSE, ALL STATES (2008)
(percent total volume)



CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2008)
(percent total volume)



2008 CRUDE SPILLS

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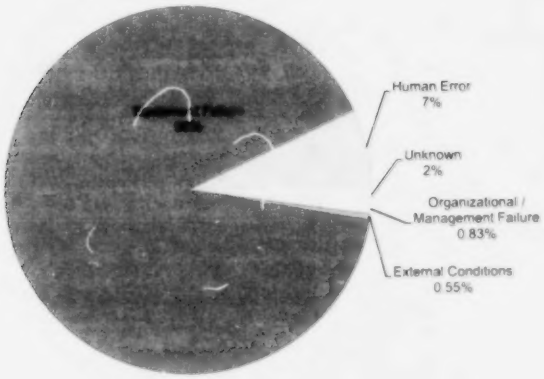
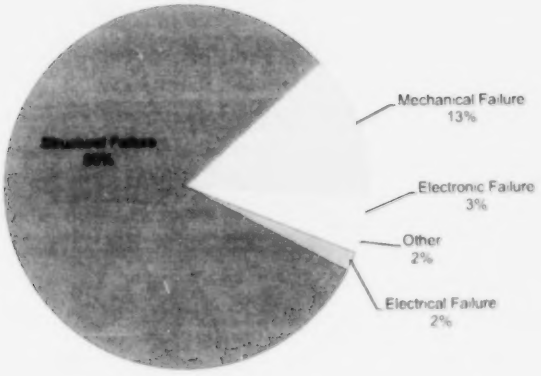
CRUDE SPILLS BY CAUSE, ALL STATES (2008)
(percent total volume)



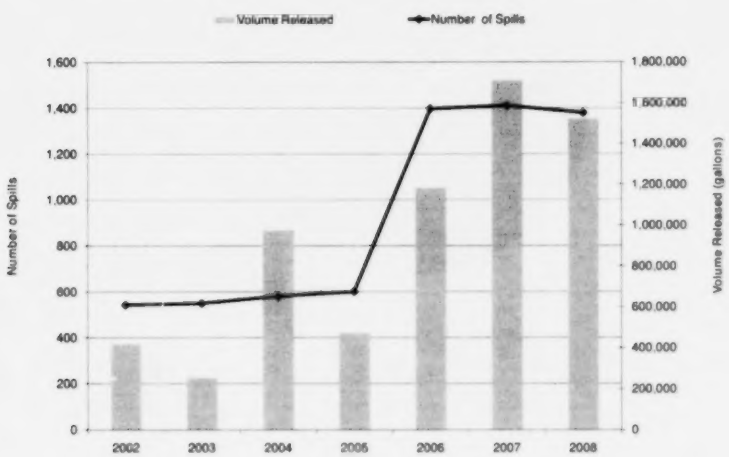
CRUDE SPILLS – EQUIPMENT FAILURE DETAIL (2008)
(percent total volume)



RELEASES BY PRODUCT (2002 - 2008)

PRODUCT	COUNT	GALLONS	VOL.
Crude Oil	741	2,036,829	31.1%
Diesel Oil	3192	1,691,733	25.9%
Oily water mixture	273	846,330	12.9%
Bunker C/IFO/HFO	61	702,293	10.7%
Gasoline	225	320,239	4.9%
Other	289	250,223	3.8%
Aviation Fuel	85	138,265	2.1%
Kerosene / Jet Fuel	105	113,932	1.7%
Mineral oil / Transformer oil	486	103,294	1.6%
Asphalt / Creosote	68	87,534	1.3%
Lube oil / Motor oil	274	59,890	0.9%
Waste oil	164	54,580	0.8%
Hydraulic oil	321	45,688	0.7%
Unknown	48	36,579	0.6%
Heating Oil	101	25,515	0.4%
Edible / Vegetable oil	16	15,639	0.2%
LNG / LPG	8	10,718	0.2%
TOTAL	**6,457**	**6,539,281**	

NUMBER OF SPILLS AND VOLUME RELEASES (2002 - 2008)



SUMMARY OF SPILLS (2002 - 2008)

- A total of 6,457 releases occurred during the seven-year period 2002-2008, with a total volume of 6,539,281 gallons.
- 89% of the total number of releases were non-crude oil.
- Crude oil represented approximately 11% of the total number of spills and approximately 31% of the total volume
- Eighty-four (84) releases exceeded 10,000 gallons, including 23 crude oil spills and 61 non-crude oil spills. Fourteen (14) releases were to water. Facilities (40 releases) and Pipelines (24 releases) were the major sources for large spills.

SPILLS GREATER THAN 10,000 GALLONS (2002-2008)

PRODUCT	VOL.	STATE	DATE	SOURCE	CAUSE	MEDIUM
Crude Oil	463,848	CA	04/24/08	Pipeline	Equipment Failure	Land
Diesel Oil	420,000	CA	10/30/07	Facility	Equipment Failure	Land
Bunker C/IFO/HFO	321,052	AK	12/08/04	Vessel	Human Error	Marine
Bunker C/IFO/HFO	270,000	WA	08/25/04	Facility	Human Error	Land
Crude Oil	267,000	AK	03/02/06	Pipeline	Equipment Failure	Land
Diesel Oil	145,000	AK	03/23/08	Vessel	Human Error	Marine
Oily Water Mixture	128,000	Ca	11/26/08	Facility	Equipment Failure	Land
Crude Oil	126,000	CA	03/09/07	Facility	Equipment Failure	Land
Crude Oil	126,000	CA	03/23/05	Pipeline	External Conditions	Fresh Water
Aviation Fuel	115,353	CA	11/22/04	Pipeline	Equipment Failure	Land
Crude Oil	87,192	CA	01/10/07	Facility	Equipment Failure	Land
Crude Oil	63,000	CA	04/23/07	Facility	Equipment Failure	Land
Oily Water Mixture	63,000	CA	07/29/08	Facility	Unknown	Land
Diesel Oil	58,800	CA	07/07/07	Facility	Human Error	Land
Bunker C / IFO / HFO	58,000	CA	11/07/07	Vessel	Human Error	Marine
Crude Oil	42,000	CA	06/12/07	Pipeline	Equipment Failure	Land
Crude Oil	40,000	CA	04/17/07	Pipeline	Equipment Failure	Land
Oily water mixture	37,306	CA	11/11/06	Facility	Equipment Failure	Impermeable Surface
Oily water mixture	33,600	CA	04/14/06	Pipeline	Equipment Failure	Impermeable Surface
Oily Water Mixture	31,500	CA	06/10/08	Facility	External Conditions	Land
Oily Water Mixture	30,240	CA	04/20/07	Facility	Equipment Failure	Land
Diesel Oil	30,000	OR	05/09/02	Other	External Conditions	Fresh Water
Gasoline	29,400	CA	08/14/05	Pipeline	Human Error	Land
Crude Oil	29,400	CA	10/01/06	Facility	Equipment Failure	Impermeable Surface
Gasoline	27,500	CA	04/25/07	Vehicle	Equipment Failure	Land
Crude Oil	26,460	CA	01/30/06	Pipeline	Human Error	Land
Crude Oil	26,250	CA	06/11/08	Facility	Equipment Failure	Land
Crude Oil	25,200	CA	11/27/05	Pipeline	Equipment Failure	Land
Gasoline	24,500	HI	10/06/04	Unknown	Equipment Failure	Land
Kerosene	24,000	WA	03/01/05	Pipeline	Equipment Failure	Land
Oily Water Mixture	21,546	CA	06/27/08	Facility	Equipment Failure	Land
Diesel Oil	21,000	CA	05/18/06	Pipeline	Equipment Failure	Land
Oily Water Mixture	21,000	CA	07/11/08	Facility	Equipment Failure	Land
Crude Oil	21,000	CA	11/06/06	Facility	Unknown	Land
Oily Water Mixture	21,000	CA	03/29/07	Pipeline	Human Error	Land
Other	21,000	CA	06/04/03	Facility	Equipment Failure	Marine
Crude Oil	20,622	CA	09/06/08	Facility	Equipment Failure	Land
Diesel Oil	20,000	CA	05/02/05	Pipeline	Equipment Failure	Land
Gasoline	18,900	HI	02/13/08	Facility	Human Error	Land
Crude Oil	18,900	CA	05/15/06	Facility	Human Error	Land
Diesel Oil	18,200	WA	11/03/06	Facility	Equipment Failure	Land
Gasoline	16,800	CA	03/24/06	Vehicle	Unknown	Land

Continued on next page

SPILLS GREATER THAN 10,000 GALLONS (2002-2008) Continued

PRODUCT	VOL.	STATE	DATE	SOURCE	CAUSE	MEDIUM
Crude Oil	16,800	CA	06/02/06	Facility	Equipment Failure	Impermeable Surface
Crude Oil	16,800	CA	10/13/06	Pipeline	Equipment Failure	Land
Bunker C/IFO/HFO	16,800	CA	08/07/07	Facility	Equipment Failure	Land
Waste Oil	15,750	WA	06/12/06	Facility	Equipment Failure	Land
Diesel Oil	15,000	OR	10/31/05	Facility	Human Error	Fresh Water
Diesel Oil	15,000	WA	08/01/08	Facility	Equipment Failure	Impermeable Surface
Other	14,700	CA	12/04/04	Pipeline	Equipment Failure	Fresh Water
Diesel Oil	14,680	AK	12/08/04	Vessel	Human Error	Marine
Other/Unknown	14,138	AK	12/18/02	Facility	Other	not recorded
Oily Water Mixture	14,070	CA	07/29/07	Facility	Human Error	Land
Crude Oil	14,000	CA	03/07/03	Pipeline	Equipment Failure	Land
Oily water mixture	14,000	CA	09/16/06	Pipeline	Equipment Failure	Land
Oily Water Mixture	13,659	CA	01/10/07	Facility	Equipment Failure	Land
Kerosene/jet fuel	13,630	AK	10/30/08	Facility	Equipment Failure	Land
Bunker C/IFO/HFO	13,524	WA	04/07/05	Facility	Human Error	Land
Oily Water Mixture	13,440	CA	01/21/07	Facility	External Conditions	Land
Asphalt/Creosote	13,000	OR	08/11/04	Vehicle	Equipment Failure	Land
Diesel Oil	13,000	HI	07/20/06	Vessel	Equipment Failure	Marine
Mineral/Transformer oil	13,000	HI	03/22/07	Vessel	Equipment Failure	Marine
Other/Unknown	12,800	AK	06/18/02	Facility	Unknown	not recorded
Oily Water Mixture	12,684	CA	04/03/08	Facility	Equipment Failure	Land
Oily water mixture	12,600	AK	01/29/07	Facility	Equipment Failure	Land
Oily Water Mixture	12,600	CA	10/12/07	Pipeline	Equipment Failure	Land
Crude Oil	12,600	CA	07/15/07	Facility	Equipment Failure	Land
Crude Oil	12,600	CA	11/26/07	Facility	Equipment Failure	Land
Diesel Oil	12,500	AK	06/23/02	Vehicle	Equipment Failure	not recorded
Diesel Oil	12,248	AK	04/24/05	Facility	Human Error	Land
Mineral/Transformer oil	12,096	CA	09/30/07	Pipeline	Equipment Failure	Land
Crude Oil	12,000	CA	03/15/07	Facility	Equipment Failure	Land
Oily Water Mixture	11,970	CA	05/01/07	Pipeline	Equipment Failure	Land
Crude Oil	11,676	CA	03/04/06	Facility	Equipment Failure	Land
Other/Unknown	11,611	AK	02/26/02	Facility	Other	not recorded
Gasoline	11,000	WA	11/27/03	Vehicle	Unknown	Fresh Water
Gasoline	11,000	OR	12/02/02	Vehicle	Human Error	Fresh Water
Diesel Oil	11,000	AK	09/16/02	Unknown	Equipment Failure	not recorded
Diesel Oil	11,000	AK	11/17/03	Facility	Human Error	Land
Diesel Oil	10,584	HI	08/05/05	Pipeline	Equipment Failure	Land
Oily water mixture	10,500	CA	05/29/06	Pipeline	Equipment Failure	Fresh Water
Other	10,500	WA	09/13/07	Facility	Human Error	Land
Oily water mixture	10,500	CA	08/12/06	Pipeline	Equipment Failure	Land
Oily Water Mixture	10,500	CA	04/11/08	Facility	Human Error	Land
Crude Oil	10,080	CA	07/21/08	Pipeline	Equipment Failure	Land

CRUDE VS. NON-CRUDE SPILLS 2002 - 2008

SUMMARY BY PRODUCT:

- Over the 7-year period, the combined volume of Non-Crude Oil spills was more than twice that for Crude Oil spills.

Crude Oil Spills

- Crude Oil volume was significantly lower in 2002-2005 than in the years 2006-2008.
- The top two crude oil spills during the 7-year period were 463,848 gallon spill in California during (2008) and a 267,000 gallon spill in Alaska (2006). The combined volume of these two incidents comprised 38% of the total volume of crude oil released for the period.

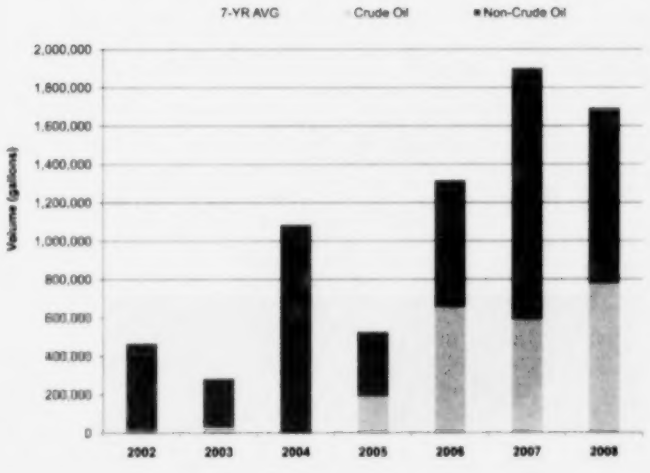
Non-Crude Oil Spills

- Bunker C/IFO/HFO spills represented 11% of the total volume with only 59 spills. Two of the four largest spills during the 7-year period were Bunker C/IFO/FO, totalling nearly 600,000 gallons.
- Diesel Oil comprised 27% of the total spill volume and 37% of the Non-Crude Oil spill volume.

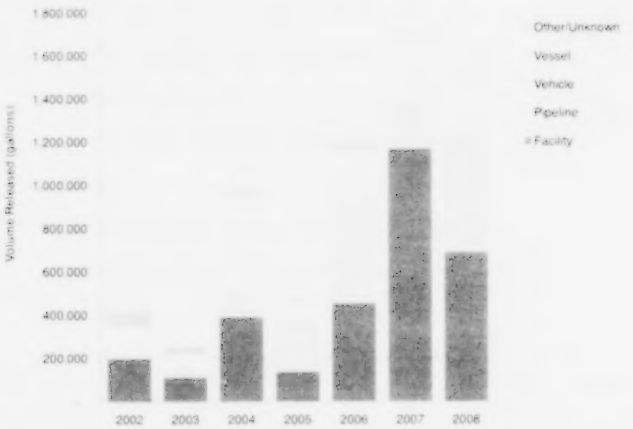
CRUDE VS. NON-CRUDE SPILLS BY YEAR (2002-2008)

	NON-CRUDE OIL		CRUDE OIL		TOTAL	
	count	gallons	count	gallons	count	gallons
Yearly totals						
2002	519	406,229	23	12,769	542	418,998
2003	533	225,721	16	28,015	549	253,736
2004	573	973,545	7	2,092	580	975,637
2005	580	299,516	19	172,871	599	472,387
2006	1,155	595,280	242	589,867	1,397	1,184,147
2007	1,202	1,179,964	209	530,918	1,411	1,710,882
2008	1,154	823,197	225	700,297	1,379	1,523,494
7-Year Total						
	5,716	4,502,452	741	2,036,829	**6,457**	**6,539,281**
Annual Average						
	817	643,207	106	290,976	**922**	**934,183**

CRUDE VS. NON-CRUDE SPILLS (2002 - 2008)

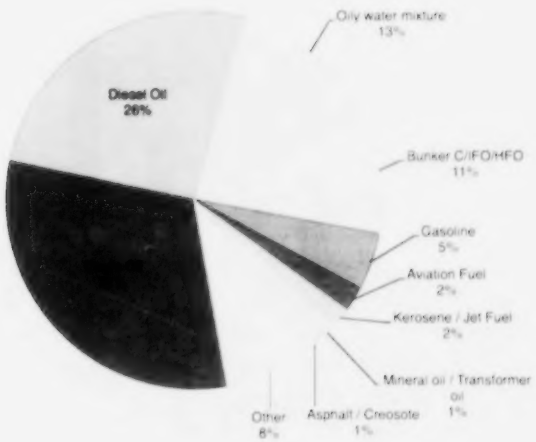


ANNUAL SPILL VOLUME BY SOURCE (2002 - 2008)



SPILLS BY PRODUCT (2002 - 2007)

(percent total volume)



SUMMARY 2002 - 2008

- Overall, Facilities (48%) and Pipelines (26%) were the major sources of spills during the 7-year period. They were also the major sources of Crude Oil spills. Facilities and Vehicles were the primary sources of Non-Crude Oil spills.

Non-Crude Oil Spill Sources

Facility	2,339,305
Vehicle	723,730
Vessel	711,907
Pipeline	523,388
Other/Unknown	204,122
Total	4,502,452

- Facilities were the source of 52% of the Non-Crude spill volume.

Crude Oil Spill Sources

Pipeline	1,199,764
Facility	806,040
Vehicle	25,019
Vessel	5,292
Other/Unknown	714
Total	2,036,829

- Pipelines (59%) and Facilities (40%) were the source of 99% of the Crude Oil spill volume.

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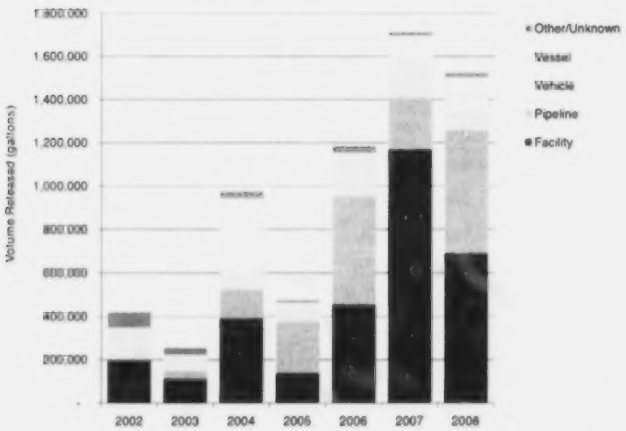

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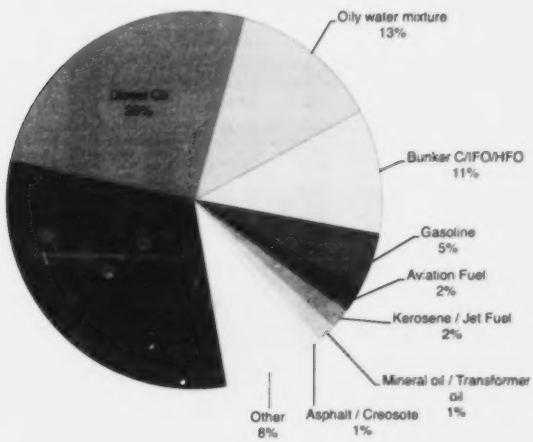

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SUMMARY
2002 - 2008

SUMMARY BY CAUSE:

- Overall, Equipment Failure (57%) and Human Error (30%) were the major spill causes.

Non-Crude Oil Spills

Cause	Gallons
Equipment Failure	2,046,882
Human Error	1,820,919
Other/Unknown	406,771
External Conditions	195,808

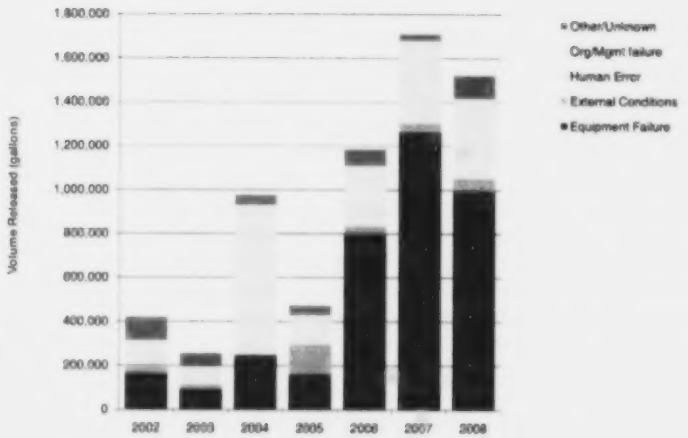
- Equipment Error (45%) and Human Error (405) were the predominant cause for Non-Crude Oil spills.

Crude Oil Spills

Cause	Gallons
Equipment Failure	1,674,663
Human Error	161,521
External Conditions	141,442

- 82% of the total Crude Oil spill volume was due to Equipment Failure.

ANNUAL SPILL VOLUME BY CAUSE (2002 - 2008)



NEW INITIATIVES BASED ON OUR FIVE YEAR REVIEW OF THE STATUS OF THE WEST COAST OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT PROJECT RECOMMENDATIONS

The West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and the US Coast Guard Pacific Area from 1999 to 2002. Rick Holly of the California Office of Spill Prevention and Response served as the Task Force co-chair. USCG Pacific Area co-chairs included CAPT Ed Page, CAPT Frank Whipple, CAPT Glenn Anderson, and CDR Stephen Danscuk. The goal of the project was to reduce the risk of collisions or drift groundings caused by vessel traffic transiting 3 to 200 nautical miles off the West Coast between Cook Inlet in the North and San Diego in the South. Vessels of concern included tank, cargo/passenger, and fishing vessels of 300 gross tons or larger.

The WCOVTRM stakeholder workgroup collected and reviewed data on typical coastwise traffic patterns, traffic volume, existing management measures, weather data and ship drift patterns, historic casualty rates by vessel type, the availability of assist vessels, the environmental sensitivity of the coastlines, socio-economic consequences of a spill, and projections of relevant future initiatives. Using the drift and tug availability data, they modeled likely tug response times under both average and severe weather conditions. The Workgroup then developed a Relative Ranking/Risk Indexing Worksheet that evaluated nine factors: volume of oil/vessel design; drift rates; areas of higher collision hazards; distance offshore; weather/season; tug availability; coastal route density; historic casualty rates by vessel type; and coastline sensitivity. Using this tool, they developed and ranked a total of fifty-two casualty scenarios in all the West Coast jurisdictions. These were then extrapolated into 1,296 additional scenarios on the West Coast, a modeling process which defined both average and "higher risk" areas from Alaska to California.

Workgroup members then addressed four risk factors considered most amenable to change: tug availability, collision hazards, historic casualty rates by vessel type, and distance offshore. They adopted final Findings and Recommendations focused on these four factors in April of 2002. The WCOVTRM report is available at: http://www.oilspilltaskforce.org/wcovtrm_report.htm

The last recommendation in the 2002 WCOVTRM Project report reads as follows: *The West Coast Offshore Vessel Traffic Risk Management Project Workgroup recommends that the Pacific States/BC Oil Spill Task Force work with the US and Canadian Coast Guards in 2007 to review the status of implementation and efficacy of the final recommendations from this project.* Accordingly, the Pacific States/British Columbia Oil Spill Task Force adopted tasks in their 2006-2008 Annual Work Plans which outlined a process and timeline to conduct this five-year review. Rick Holly of the Office of Spill Prevention and Response (OSPR) of the California Department of Fish and Game, who had served as the initial Project Co-Chair, and Mr. Steve Danscuk of the USCG Pacific Area, agreed to serve as Co-Chairs on this follow-up project.

Working with Jean Cameron, the Task Force Executive Coordinator, they reviewed the Recommendations and developed status reports. In May of 2007, a draft summary of the implementation assessments was submitted to the original members of the WCOVTRM Project Workgroup (or their current replacements) for review and comment. In addition to ranking the implementation status of the 2002 recommendations, the Workgroup also submitted comments and additional recommendations. The Workgroup convened on a conference call in September, 2007 to discuss their proposed "Recommendations for Further Action." Those recommendations were then compiled into the following categories:

- Recommendations to improve navigation safety and avoid vessel casualties;
- Recommendations regarding rescue tug availability;
- Steps to track observance of recommended vessel transit distances offshore:
- Recommendations regarding Data improvements; and
- Recommendations regarding further implementation reviews.

A draft report with the proposed "Recommendations for Further Action" was then submitted to the Project Workgroup as well as to the public for comment. Our public outreach involved posting that final draft report on the Oil Spill Task Force website, notifying interested stakeholders, and requesting their comments.

Public and Workgroup comments were then reviewed by the Project Co-Chairs and the Task Force Executive Coordinator and incorporated as appropriate. At the conclusion of this process, this final 5-Year Review report was posted on the Task Force website as well as provided to the Workgroup members. It is available at: http://www.oilspilltaskforce.org/docs/wcovtrm_5_year_status_review_report_04_09.pdf

The Pacific States/British Columbia Oil Spill Task Force incorporated the recommendations which call for action by the Task Force into their 2008-2009 Annual Work Plan. Progress has been made as follows:

- The Task Force is developing a page on its website with links to West Coast Harbor Safety Committee websites, which can include information on their Standards of Care.
- The Task Force submitted comments on the U.S. Coast Guard's proposed Vessel Requirements for Notices of Arrival and Departure and AIS, which would require that vessels of 65' or longer carry Automatic Identification System (AIS) signals. We also note that the USCG's AIS infrastructure is expanding and is able to process more signals.
- Regarding the 2008 recommendation that the Task Force continue to "support expedited promulgation of U.S. Coast Guard salvage and firefighting regulations, advocate for adoption of similar salvage/firefighting regulations by Transport Canada, and recommend that the U.S. Coast Guard coordinate with Transport Canada to harmonize these regulations," the USCG published the final Salvage and Firefighting regulations on 12/31/2008, to be effective 1/30/2009. The rule only applies to tank vessels, although it is anticipated that the final USCG oil spill contingency plan requirements for nontank vessels will include similar salvage and fire-fighting requirements. Although our original comments submitted in 2002 recommended coordination with Transport Canada, nothing in the final regulations addresses that point.
- Another 2008 recommendation was for the Task Force to "Work with the U.S. Coast Guard/ American Waterways Operators (AWO) Regional Quality Steering Committee to update the West Coast tug inventory (Appendix H of the 2002 WCOVTRM Report), including data needed to determine tug suitability for offshore vessel rescues in worst-case weather conditions. Such an update should include provisions for ongoing maintenance to keep the inventory current." We raised this issue with AWO representatives at a meeting of the U.S. Coast Guard/AWO Pacific Region Quality Steering Committee in February, 2009. Since an inventory quickly becomes static and requires regular maintenance, they recommended instead that protocols be developed in collaboration with Harbor Safety Committees to enable USCG Captains of the Ports 24/7 access to dispatchers for the tug companies operating in each port. AWO has promised guidance to implement this recommendation.
- On the topic of monitoring offshore coastal traffic to determine whether vessels are observing the voluntary recommended distances offshore, the USCG has noted that wider AIS coverage and Long Range Identification and Tracking (LRIT) may help them accomplish this. LRIT is to be effective by the end of 2009. It will apply to all vessels within 1000 miles of the U.S. coast, but it's not clear what type of vessel data will be accessible (size, full tanker, cargo type, etc) and whether it would be usable for tracking whether vessels are observing the recommended routes. The challenge is to find data that indicates vessel type, cargo, and weight, since our recommendations apply to vessels over 300 GT and vary by vessel type (those carrying persistent product versus others, including tankers in ballast.)
- The 2008 Report also charged the Task Force to ask the U.S. Coast Guard to evaluate Advanced Notice of Arrival information for Last Port of Call and Next Port of Call data in order to maintain information on the volume of coastwise vessel traffic. As noted in the vessel tracking discussion above, it is uncertain whether the LRIT or AIS data would provide this information, so more research is needed.
- It was also recommended that Task Force member agencies - as well as federal agencies - develop systems to track the outcomes of vessel casualties, as well as to evaluate data and processes developed in various West Coast risk assessments such as for Puget Sound or the Aleutians. This recommendation has been given to the Task Force member agencies. Tracking and sharing information on vessel casualties is also included in the MOA between USCG District 11 and the California Office of Spill Prevention and Response.

PROMOTING BEST INDUSTRY SPILL PREVENTION PRACTICES FOR VESSELS

Following the Locke vs. Intertanko U.S. Supreme Court decision in March 2000, the 13th Coast Guard District and the Washington Department of Ecology set out to identify gaps between the existing international and federal regulatory regimes for tank vessels and the Washington State standards that were pre-empted by the Supreme Court decision. Once the gaps were identified, they were ranked by Coast Guard marine safety professionals and the licensed mariners at Ecology to determine which practices were most important for reducing the risk of an oil spill. The industry practices for tankers and tank barges were identified and ranked separately, and consensus was reached on the relative ranking.

In 2003, the Task Force took this analysis to the next level by enlisting the input of industry leaders in the ranking process. Based on the strong recommendation of the very experienced and respected tanker operators who contributed to the ranking process, the voluntary industry practices for self-propelled tank vessels was expanded to all large commercial vessels. To access our report on this project and the industry rankings, please go to the following site: http://www.oilspilltaskforce.org/docs/project_reports/VesselBipReport.pdf.

Since 2003, the Task Force has communicated these Best Industry Practices in various forums of large vessel operators. At a February 2009 meeting of the Pacific Area USCG/American Waterways Operators Quality Steering Committee, we presented the Tank Barge Best Industry Practices for their consideration. The AWO representatives felt that they were already incorporating these practices, and have committed to send us a formal reply regarding each recommended practice.

SUPPORTING THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) met in October 2008 and again in March of 2009 to share outreach strategies and plan for collaborative projects. POSPET members represent Washington Sea Grant, Washington's Department of Ecology, the Puget Soundkeeper Alliance, the USCG Marine Safety Auxiliaries in Oregon and Washington, the Washington Department of Natural Resources, the City of Des Moines Marina, the Georgia Strait Alliance, the OceanWatch Boaters Association of British Columbia, the Alaska Department of Environmental Conservation, the British Columbia Ministry of Environment, the Oregon Department of Environmental Quality, the Oregon Marine Board, the Pacific States Marine Fisheries Commission Habitat Education Program, the California Coastal Commission, the Pacific Shellfish Institute, the California Department of Boating and Waterways, the Boat U.S. Foundation, and the California Office of Spill Prevention and Response. POSPET is chaired by Eric Olsson of Washington Sea Grant.

POSPET encourages networking to both exchange ideas and promote innovative approaches to outreach and education. Through informal collaboration and access to beneficial member review and feedback, POSPET adds value and has improved the quality and reach of individual outreach efforts. POSPET maintains a listserve to facilitate this information exchange between its Fall and Spring meetings.

The Boating Clean & Green kits and information distributed by POSPET member Vivian Matuk on behalf of the California Coastal Commission and the California Department of Boating and Waterways

The Oil Spill Task Force provided funding for printing of *Spills Aren't Slick* materials for the 2009 boating season (6,000 decals, 1500 fuel pump tags, and 7,000 brochures.) which were then distributed to POSPET members by Mary Ellen Voss at the Washington Department of Ecology, who also coordinated the printing order.

In addition to its successful *Spills Aren't Slick* campaign, POSPET has also been instrumental in promoting the innovative 1-800-OILS-911 spill reporting number in British Columbia, Washington, Oregon, and California. Using this easy-to-remember number, a boater reporting an oil spill is automatically routed to the correct emergency response call center in any of those jurisdictions. The Pacific States/BC Oil Spill Task Force provides staff support for POSPET and maintains this valuable spill reporting number.

Summary notes from POSPET meetings, photos, a featured POSPET member, a list of all POSPET members with links to their websites, as well as PDFs of the *Spills Aren't Slick* poster, brochure, and decals are all posted on the POSPET page at: http://www.oilspilltaskforce.org/pospet.htm.

MONITORING THE STATUS OF DOUBLE HULL TANKERS AND VESSELS TRANSITING BETWEEN MEMBER JURISDICTIONS

CAPT Laura Stratton of the Washington Department of Ecology provides the Task Force agencies with regular updates on the status of the Trans-Alaska Pipeline (TAPS) tankers that transit the West Coast. These reports cover owner/operator, date of build or scheduled date of build, hull configuration, deadweight tonnage, conversion date if single hull or double bottom, and retirement date. This information is available at: http://www.ecy.wa.gov/programs/spills/prevention/bap/TAPS%20Trade%20Tanker%20Report.pdf.

In her July 2009 update, CAPT Stratton reported that only one of the 15 tankers currently operating in the

Yes! We like clean beaches! Now throw the ball!

TAPS trade is not double-hulled. That is the SeaRiver Baytown, a double-bottom tanker operated by SeaRiver Maritime, which is due to retire in 2012.

With help from the U.S. Coast Guard, Chip Boothe of the Washington Department of Ecology, and the Coordinating Committee, we are trying to determine the double-hull status of all tank vessels visiting West Coast ports. This data has proven more elusive than was originally anticipated; we have yet to determine whether the U.S. Coast Guard database can provide it. We may need to work with the marine exchanges to collect the information jurisdiction by jurisdiction.

The Task Force member agencies annually request information on trends in the U.S. Coast Guard's Critical Area Inspection Program for the TAPS tankers. In addition, Task Force member agencies share information among themselves regarding casualties and incidents involving both tank and nontank vessels that are transiting between our member jurisdictions.

PIPELINE SPILL PREVENTION

Pipelines were the source of only 5% of non-crude oil spills recorded in the Task Force 2008 Database, but they were the source for over 75% of the crude oil spills in 2008. Our 2002-2008 trend data indicates that pipelines were the source for 26% of the spills for that seven-year period. These statistics support the continuing need for our focus on preventing spills from pipelines, as well as improving preparedness and response strategies for this source.

As outlined in our 2008-2009 Annual Work Plan, we hoped to complete a table comparing U.S. and Canadian federal, provincial, and state regulations governing pipelines. Unfortunately, we have not been able to implement this project to date.

MONITORING SPILL PREVENTION TOPICS OF CONCERN

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics for 2008 - 2009 included:

- Cruise ship operations with regard to spills and other water pollution impacts
- Oil spill prevention research and development, including Best Available Technology (BAT) and Best Achievable Protection (BAP)
- NPDES for vessel wastewater discharges
- Oil spill risks from sunken vessels
- Waste oil dumping by deep draft commercial ships
- Vessel and Facility Oil Transfer regulations
- Spills from trucks and railroads
- Salvage capabilities and regulations (refers to emergency stabilization, firefighting, and lightering)
- Liquefied Natural Gas shipping and terminal operations
- Tug escort requirements
- Towing vessel inspection regulations
- Green Ports
- Ballast water regulations preventing spread of invasive aquatic species
- Federal preemption issues
- Spill Prevention Lessons Learned
- Vessel traffic trends and risk assessments or studies.

SPILL PREPAREDNESS AND RESPONSE PROJECTS

REVIEWING U.S./CANADIAN TRANSBOUNDARY SPILL PLANNING AND CAPABILITIES

The Task Force launched a multi-year initiative in 2008 to review U.S. and Canadian Transboundary Spill Planning and Response Issues, with the goal stated in our 2008-2009 Annual Work Plan as follows: *Review and document existing U.S./Canadian Transboundary oil spill response plans and capabilities for the British Columbia/Alaska and British Columbia/Washington borders, acknowledging existing authorities and response management systems. Recommend improvements as needed for both joint response and planning efforts, as well as for planning and capacity building within each jurisdiction.* The Project will focus only on marine areas affecting the borders between Alaska, British Columbia, and Washington. Dave Byers, Response Section manager at the Washington Department of Ecology agreed to chair this stakeholder workgroup.

The first meeting of the U.S./Canadian Transboundary Spill Planning and Response Project Workgroup was hosted by the Washington Department of Ecology in Lacey, WA in June of 2008. Workgroup members were briefed on existing paradigms and authorities, including the Joint Contingency Plan (JCP) and the CANUSPAC and CANUSDIX annexes to the JCP, the roles of the Joint Response Team, Regional Response Teams, and the Regional Environmental Emergency Team (REET), ICS and the Response Management System, Mutual Aid agreements between the Task Force member agencies and among the oil spill response organizations covering the boundary areas, and the CANUSDIX guidelines for wildlife and resource agency decision-making. The following day, Workgroup members brainstormed the topics list, subcommittee membership, the Project Workplan, and a Project Timeline. Summary notes from this meeting are available at http://www.oilspilltaskforce.org/docs/June_2008_Workgroup_meeting_notes.pdf.

The Project Workgroup adopted the final Project Work Plan in October of 2008; see (http://www.oilspilltaskforce.org/docs/Transboundary_Project_Workplan.pdf). They chartered five subcommittees to review assigned topics and develop reports; each is chaired by a Workgroup member: Dave Byers of the Washington Department of Ecology chairs the Command subcommittee; Graham Knox of the British Columbia Ministry of Environment chairs the Planning subcommittee; Kevin Gardner of the Western Canada Response Organization chairs the Operations subcommittee; Bob Mattson of the Alaska Department of Environmental Conservation chairs the Logistics Subcommittee; and David Owings of SE Alaska Petroleum Resource Organization chairs the Finance/Administration subcommittee.

Each Subcommittee convened by conference call in October, 2008 and reviewed the list of topics assigned by the Project Workgroup. In some cases they added more topics and in a few cases they sent some topics to other Subcommittees. Subcommittee members volunteered as "leads" for each topic; working by email with other subcommittee members interested in researching that topic, they developed draft topic reports.

Each Subcommittee convened by conference call again in December, 2008 to review and comment on their draft reports. Each topic lead and his/her team then made revisions based on this feedback, and submitted the final draft to the Task Force Executive Coordinator in late February. Some of the Subcommittees or topic groups had additional conference calls as needed during this period.

The Task Force's Executive Coordinator then edited and compiled the reports into the First Draft U.S./Canadian Transboundary Spill Project Report. This report includes 36 topic reports; more were actually drafted, but some were merged with other reports where appropriate. The Subcommittee Chairs completed a three-week review/comment on the draft, after which we sent the revised draft to key U.S. and Canadian federal agencies for their review and comment. After incorporating their comments and revisions, the Project Workgroup and Subcommittee members will then get an opportunity to review/comment.

There is extensive stakeholder involvement in this project. Twenty-seven stakeholders are serving on the Project Workgroup. They represent the U.S. Fish and Wildlife Service (Alaska and Washington), the U.S. Department of the Interior's Office of Environmental Policy and Compliance for the Alaska region, the Olympic Coast National Marine Sanctuary, the Makah Tribe Office of Marine Affairs, the British Columbia Chamber of Shipping, the

Washington State Maritime Cooperative (WSMC), the Marine Spill Response Corporation (MSRC) for the Pacific/NW Region, Burrard Clean Operations/Western Canada Marine Response Corporation, the Bureau of Indian Affairs for the Alaska Region, the Pacific Region of the American Waterways Operators, O'Brien's Oil Pollution Services, the SE Alaska Petroleum Resource Organization (SEAPRO), the National Response Corporation's Environmental Services, ECM Maritime Services LLC, the Georgia Strait Alliance, BP Crises Management and Emergency Response, the Council of Marine Carriers in British Columbia, the Marine Exchange of Puget Sound, People for Puget Sound, NOAA's Office of Response and Restoration, and the Task Force member agencies in Alaska, British Columbia, and Washington.

In addition to the Project Workgroup members, thirty-six subject matter experts are also working on the Subcommittees; they represent NOAA's Assessment and Restoration Division, Burrard Clean Operations, SEAPRO, the Washington Department of Fish and Wildlife, the Makah Office of Marine Affairs, the Canadian Wildlife Service, the Canada Border Services Agency Pacific Region, U.S. Customs and Border Protection, attorneys from Vancouver, British Columbia and Seattle, Washington who represent various protection and indemnity (P&I) clubs, and the Task Force member agencies in Alaska, British Columbia, and Washington.

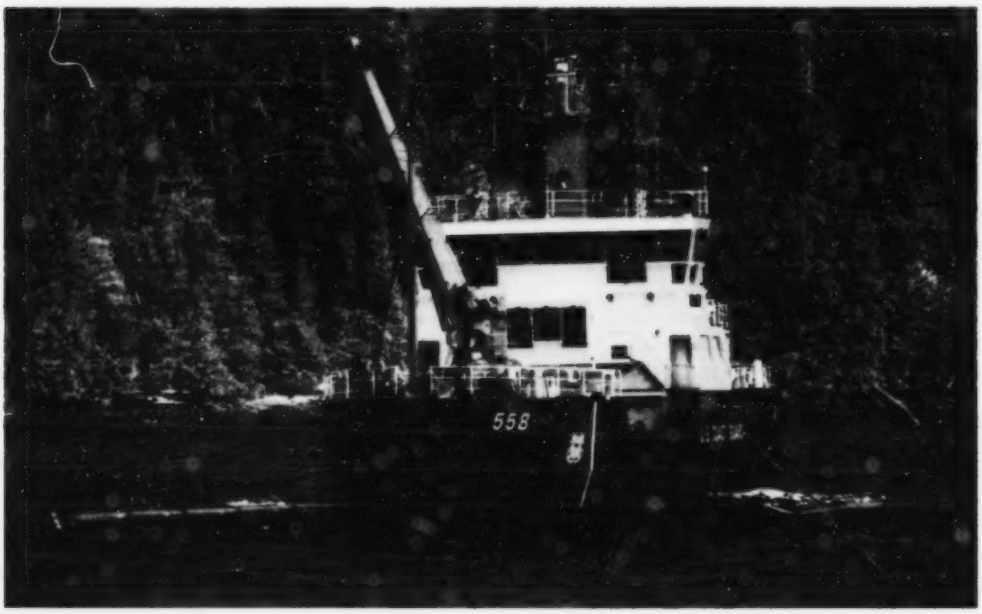
In addition to being provided opportunities to review and comment on the draft report, representatives from the Canadian Coast Guard, the U.S. Coast Guard, Environment Canada, and Transport Canada were contacted as sources during the drafting of various topic reports and were provided opportunities to review and comment on the first draft of the report.

Representatives of seventeen tribes in the border areas of Washington and Alaska, as well as five First Nations and Treaty governments in British Columbia have also been invited to review and comment on the draft reports, as have representatives of EPA Region 10, U.S. Coast Guard Headquarters, the Seattle Audubon Society, and the Pacific Merchant Shipping Association.

The project timeline calls for us to post a public comment draft on our website in the summer of 2010; after that, the Workgroup will review the public comments and adopt a final project report.

INCREASING THE U.S. LIMITS OF LIABILITY

In November, 2005 the Pacific States/British Columbia Oil Spill Task Force petitioned the U.S. Coast Guard to adjust the Limits of Liability for tank



U.S. Coast Guard vessel deploys boom during a U.S./Canada Transboundary exercise in SE Alaska

vessels, tank barges, nontank vessels, and appropriate facilities by the Consumer Price Index (CPI) increase since the Oil Pollution Act (OPA) was passed in 1990. That petition for rulemaking and response are located at http://www.regulations.gov. The complete docket number is USCG-2005-23163. Documents on this site include our 11/7/2005 letter of petition and the National Pollution Fund Centers' replies of 12/8/2005 and 12/4/2006.

The Delaware River Protection Act of 2006 amended and increased liability limits under OPA for all vessel types - i.e. all tank vessels, which includes tank barges, as well as other nontank vessels. The increases to limits were approximately 50%, which roughly corresponds to the consumer price index increases since OPA was enacted. Increases to liability limits for single hull tank vessels (approximately 150%) exceeded consumer price index increases.

OPA section 1004(d)(4) states that *"The President shall, by regulations issued not less often than every 3 years, adjust the limits of liability specified in subsection (a) to reflect significant increase in the Consumer Price Index (CPI)."* The 2006 Act also amended the provision authorizing further increases to limits based on consumer price index increases to begin from the date of enactment of the Act. Authority for future rulemaking to increase vessel limits of liability is limited to consumer price increases.

Regarding facilities, a letter from Jan Lane, Director of the National Pollution Funds Center (NPFC), sent on 12/4/2006 in response to our continued request that the USCG Limits of Liability for facilities be increased by the CPI, stated that "For those oil handling facilities falling within the responsibility of the Coast Guard...the NPFC will initiate rulemaking to adjust limits for significant CPI increases consistent with OPA section 1004(d) (4)." Ms. Lane also explained that the following agencies are responsible for OPA facility limits of liability:

- EPA for non-transportation related onshore facilities;
- DOI (MMS) for offshore facilities and related pipelines, except deepwater ports;
- DOT for onshore pipelines, motor carriers, and railroads; and
- The USCG for transportation-related onshore facilities and deepwater ports, except onshore pipelines, motor carriers, and railroads.

The 2007 NPFC report to Congress in January of 2007 and the GAO report of September 2007 titled *"Major Oil Spills Occur Infrequently, but Risks t the Federal Oil Spill Fund Remain"* both clearly highlight risks to the Oil Spill Liability Trust Fund, siting the fact that spills in excess of current limits of liability are resulting in the Fund covering more than 50% of spill costs since 1990. The NPFC report also notes that *"...the overall trend continues to be toward an increasing average annual potential Fund liability despite the recently amended limits (for vessels)." It further states "In addition, because the Fund can be utilized to pay for up to $1 billion in emergency cleanup costs for a major spill..., a major or catastrophic discharge could immediately liquidate the available fund balance"* (both quotes from page 1). The GAO report notes on page 34 that "The Fund has been able to meet all of its obligations, helped in part by the absence of any spills of catastrophic size. This favorable result, however, is no guarantee of similar success in the future." All of which underscores the Oil Spill Task Force's position that the Limits of Liability for both vessels and facilities should continuously reflect increases in the CPI; if no claims exceed those amounts, then the fund can continue to rebuild and meet its obligations, including funding for a catastrophic release.

Our 2008-2009 Preparedness/Response Objective called for us to petition EPA, MMS, and DOT to initiate rulemaking to adjust the limits of liability for the oil-handling facilities which they regulate. In preparation for doing so, we contacted these agencies to inquire whether they have increased the limits of liability for the oil-handling facilities which they regulate. No reply was received from EPA, but both DOT and MMS replied that they have not done so. Consequently, the Task Force plans to submit petitions for increases to facility limits of liability to EPA (if needed), MMS, and DOT.

TRACKING ICS GUIDANCE, FORMS, AND APPLICATIONS

Another initiative under our Preparedness/Response objective has been the establishment of a standing project workgroup to track changes to Incident Command System (ICS) guidance, forms, and practices for oil spill response. Larry Iwamoto of the Alaska Department of Environmental Conservation chairs this workgroup; other member agency representatives include: Mike Zollitsch of Oregon DEQ, Elin Storey of the Washington Department of

Ecology, D'Arcy Sego of the British Columbia Ministry of Environment, Chris Klumpp from California OSPR, and Curtis Martin from the Hawaii Department of Environmental Health.

The Incident Command System Workgroup convened by conference call April 30th and discussed the following topics:

- The role of local governments, National Marine Sanctuaries, and Tribes in Unified Command;
- NRDA liaisons with the response structure;
- Use of MACs for spill response;
- Positions which a state representative could favor during a response; and
- A "job description for an Information Technology (IT) Unit Leader.

Sharing perspectives and experience is the primary focus of these conference calls, but the Workgroup will also make recommendations for follow-up actions by the Task Force as needed.

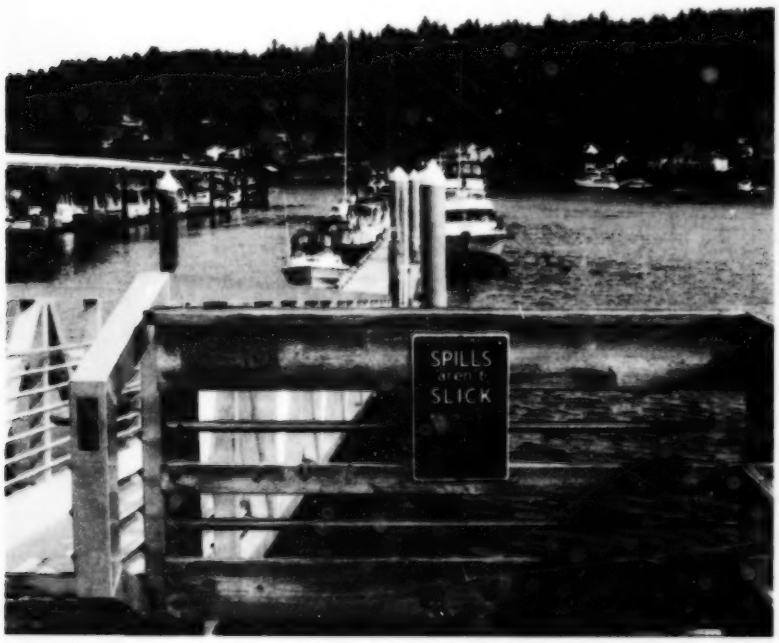
Another conference call is scheduled for June 16th to review the following topics:

- Qualification standards for State personnel;
- The Volunteer Unit;
- Compatibility of response software; and
- The role of the National Contingency Plan v/v the National Response Framework.

MAINTAINING THE 1-800-OILS-911 SPILL REPORTING SYSTEM

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. The number automatically reaches the 24-hour emergency reporting center in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made to 1-800-OILS-911 from anywhere in Oregon will automatically be routed to Oregon's emergency reporting center.

Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen by POSPET members. Usage analysis for July 2008 through May of 2009 shows that 436 spills were reported using 1-800-OILS-911 during that period.



Oil spill prevention Spills Aren't Slick sign is posted at Jerisich Public Dock at Skansie Brothers Park in the heart of downtown Gig Harbor, WA.

UPDATING THE CONTINGENCY PLAN COMPARISON TABLE

The Task Force created a table comparing the facility and vessels contingency planning requirements of our member agencies as well as of Transport Canada, U.S. EPA, and the U.S. Coast Guard. Thanks to the cooperation of these agencies, our consultant is updating the table, which was last done in 2004. It will soon be a useful document again, and will be available on our website.

MONITORING SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN

The Coordinating Committee has monitored and shared information on the following oil spill preparedness/response "topics of concern" throughout the past year:

- Volunteer registration and tracking software
- Oil spill drill programs
- Applied response technologies and regulations
- Spill Response research and development, plus Best Available Technology
- Mutual Aid experiences and issues; any necessary updates to the Task Force Mutual Aid Agreements
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid, and response capabilities
- Joint Information Center (JIC) planning, training, and guidelines
- Natural Resource Damage Assessment (NRDA) initiatives, issues, and activities, including NRDA assessments and collections
- Coordination of inter-jurisdictional wildlife care
- West Coast sea bird and other vulnerable marine populations threatened by oil spills
- Development of remote sensing capabilities, application of RADARSAT, and implementation of 24-hour response operations where it would be safe and effective
- Preparedness/Response Lessons Learned
- Contingency plan regulations and preparedness/response issues re: nontank vessels
- Track planning for Potential Places of Refuge (POR) and applications of POR decision-making guidelines.

COMMUNICATIONS PROJECTS AND ACTIVITIES

OUR 2008 ANNUAL MEETING

The 2008 Annual Meeting of the Pacific States/British Columbia Oil Spill Task Force Member was hosted by the British Columbia Ministry of Environment in Victoria, BC on September 18th. Sixty-four persons participated, including representatives of the Task Force member agencies, the British Columbia SPCA, Environment Canada, the TradeFair Group, the British Columbia Coast Pilots, the U.S. Coast Guard Pacific Area plus Districts 17, 11, and 13, Royal Roads University, the Water Quality Insurance Syndicate, the Western Canada Marine Response Corporation and Burrard Clean Operations, Island Tug and Barge, the T. Buck Suzuki Environmental Foundation, the Alaska Regional Response Team, Georgia Strait Alliance, the Living Oceans Society, EnviroEmerg Consulting, Martyn Green Management Ltd., the Council of Marine Carriers, the Canadian Coast Guard, the Marine Spill Response Corporation, the Oiled

Joan Hesketh, Deputy Minister of the British Columbia Ministry of Environment addresses the Annual Meeting; to her left are Steve Edinger of California, Jon Neel of Washington, Wendy Wiles of Oregon, Bob Mattson of Alaska, and Larry Lau of Hawaii.

Wildlife Care Network, Containerization International as well as Shipping and Trade News, Tesoro Maritime, the BP Cherry Point Refinery, Global Diving and Salvage, the British Columbia Chamber of Shipping, NOAA, the North Coast-Skeena First Nations Stewardship Society, WorldOcean Consulting, the British Columbia Ambulance Service, and Clean Seas, LLC.

The theme of the meeting was "BACK TO THE FUTURE: Learning Lessons from Recent Events While Facing New Challenges." The Honorable Barry Penner, Minister for the British Columbia Ministry of Environment, provided the keynote address, followed by updates from the Task Force Members on their agencies' various initiatives and an update on Task Force activities.

Three panel sessions featured speakers addressing the following topics:

Lessons Learned from the Cosco Busan Oil Spill Response, moderated by Mike Zollitsch of the Oregon Department of Environmental Quality. Speakers included CDR Scott Schaefer, USCG District 11, plus Steve Edinger and Steve Sawyer from the California Office of Spill Prevention and Response;

Sunken Vessel Risk Assessments, moderated by Graham Knox of the British Columbia Ministry of Environment. Speakers included Don Rodden of the Canadian Coast Guard, Andjela Knezevic-Stevanovic of the British Columbia Ministry of Environment, Tim Beaver of Global Diving and Salvage, and Doug Helton of NOAA's Marine Debris Program; and

Coastal Spill Risks in British Columbia, which was moderated by Bob Mattson of the Alaska Department of Environmental Conservation. Speakers included Rick Bryant of the British Columbia Chamber of Shipping, Chris Picard of the North Coast-Skeena First Nations Stewardship Society, and Mike Drumm of the British Columbia Ministry of Environment.

A buffet luncheon was co-hosted by the Task Force and Island Tug and Barge. Public comment opportunities were provided throughout the agenda. At the close of the meeting, the Task Force Members adopted their 2008-2009 Annual Work Plan, and Wendy Wiles of the Oregon Department of Environmental Quality invited everyone to the 2009 Clean Pacific Conference in Portland Oregon.

OUR 2008 LEGACY AWARDS

Legacy Awards are given to industry, non-profit or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Efforts to promote partnerships and involve the public are favored. Organizations, individuals, or projects nominated for the Legacy Award must be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, California, and Hawaii. Organizations or individuals representing a regulated industry must demonstrate a satisfactory history of compliance with state, provincial, and federal oil spill regulations.

From left to right: CAPT Tim Plummer; Bob Mattson for Shirley Marquardt; David Sawicki; Julie Knight; and Senator Harriet Spanel

The Pacific States/British Columbia Oil Spill Task Force awarded its 2008 Legacy Awards for excellence in Oil Spill Prevention, Preparedness, and Response at the Clean Pacific Conference on September 18, 2008 to the following recipients:

- Shirley Marquardt, Mayor of Unalaska, Alaska
- David Sawicki, BP Cherry Point Refinery

- Julie Knight, the Islands Oil Spill Association
- Captain Tim Plummer, Tesoro Maritime Company
- Harriet Spanel, retiring Washington State Senator

More details on the 2008 Legacy Award winners and their outstanding efforts is available on our website at: http://www.oilspilltaskforce.org/legacy.htm

PLANNING FOR THE 2009 CLEAN PACIFIC CONFERENCE

Our first Clean Pacific Conference was held in Seattle, WA in 2007; 1,007 registrants attended, plus an additional 100 persons who came to visit the exhibit area only. Eight countries were represented, including the U.S., Canada, China, the United Arab Emirates, Brazil, Monaco, and Austria.

The Pacific States/British Columbia Oil Spill Task Force hosts these biennial Clean Pacific Conferences, which include key elements of our regular annual meeting format, such as our jurisdictional updates and our Legacy Award presentations. Like our one-day Annual Meetings, Clean Pacific locations will rotate among our member jurisdictions. The 2009 Conference will be held September 14-16 in Portland Oregon, and Dick Pedersen, our Task Force Member from Oregon will serve as Conference Chairman.

The Task Force was pleased that the U.S. Coast Guard offered to co-host the Clean Pacific Conference with us this year. We have invited the Canadian Coast Guard to co-host as well.

The Clean Pacific Conferences are managed by the TradeFair Group out of Houston, Texas; they also manage the Clean Gulf conferences hosted by the Gulf of Mexico coastal states, and are planning the first Clean Atlantic Conference in 2010. TradeFair Group organized and staffed two meetings of the

CLEAN PACIFIC™
CONFERENCE & EXHIBITION

Clean Pacific Program Planning Committee in Portland (January and March 2009). The Task Force Coordinating Committee members and the Executive Coordinator joined representatives from response organizations, citizen groups, the oil, pipeline, and shipping industries, the U.S. Coast Guard, EPA, Environment Canada, salvors, NOAA, consultants, and response management companies on this committee to plan the 2009 Conference.

In recognition of the Oil Spill Task Force's 20th anniversary as well as the 20th anniversary of the Exxon Valdez oil spill, the 2009 conference theme is "Building on the Past and Charting the Way Forward." September 14th will feature two training workshops, three "Super Sessions," and the Opening Reception where our member agencies will staff posters describing their agency's accomplishments over the past 20 years. The September 15th opening General Session will feature a keynote address from VADM Jody Breckenridge, Commander, U.S. Coast Guard Pacific Area, presentation of our 2009 Legacy Awards, and a roll call of all Legacy Award winners since 1999. The September 16th opening session will afford the Task Force Members and representatives from key U.S. and Canadian federal agencies an opportunity to share their perspectives on accomplishments over the past 20 years as well as the challenges ahead. There will be a total of 15 program sessions on September 15 and 16, plus poster sessions and a full exhibit area. It promises to be another successful even'!

ONGOING STAKEHOLDER OUTREACH

Stakeholders monitor Task Force activities through our web site and can also participate in Task Force sponsored events or project workgroups. We host several public events, including our Annual Meetings which alternate with the Clean Pacific Conferences, plua topic-specific roundtables.

- The Task Force web site
- The Task Force website (www.oilspilltaskforce.org) offers the following features:
- The OVERVIEW provides background on the Task Force as well as bios and photos of all Task Force Members;
- CURRENT INTERESTS is where we post event and award announcements, our Events Calendar, and reports from recent Task Force meetings or projects;
- WHAT WE DO includes our current Strategic Plan and Annual Work Plan, our Memoranda of Cooperation, and Resolutions and Agreements signed by the Task Force Members since 1993;

- The LEGACY AWARD HONOR ROLL lists all the Task Force Legacy Award Winners since 1999;
- NOTES & REPORTS features our Annual Reports (which contain the spill data reports) as well as Task Force comments on federal rulemaking, noteworthy correspondence, meeting notes, and project reports;
- CONTACT INFORMATION provides contact details for the Task Force's Coordinating Committee and Executive Coordinator;
- LINKS provides links to the Task Force member agencies, other state and provincial agencies on the West, Gulf, and East Coasts, plus key US and Canadian federal agencies;
- The SPILLS AREN'T SLICK page provides information on POSPET and its activities; and
- A SEARCH engine allows you to search the site if you don't find what you want in one of the categories above.

The website has received a total of 1,904,456 "requests" since it was initiated in the 3rd quarter of 2003. A "request" is any visit to the site or to any page on the site. The site received 22,269 requests in 2003; 246,597 in 2004; 471,158 in 2005; 521,506 in 2006, 380,495 in 2007, and 262,430 in 2008.

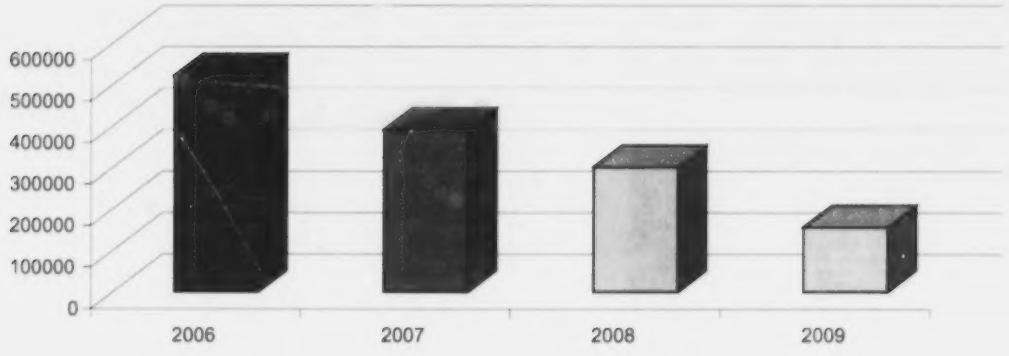
MAINTAINING OUR PARTNERSHIP WITH THE U.S. COAST GUARD PACIFIC AREA

The Pacific Area Coast Guard and its member Districts have a track record of collaboration with the Oil Spill Task Force on projects of regional interest over the past 15 years. Such projects include the Integrated Vessel Response Guidelines (1997), the Oil Spill Field Operations Guide Update (2000), the Best Industry Practices for Vessels and Tank Barges (2003), the West Coast Offshore Vessel Traffic Risk Management Project (2002) and its Five-year Review (2007), Places of Refuge Guidelines (2005), the Clean Pacific Conference (2007), and the Pacific Oil Spill Prevention Education Team (ongoing).

In May of 2008 Vice Admiral Charles D. Wurster, Commander, Coast Guard Pacific Area, and Jean Cameron, Executive Coordinator of the Pacific States/British Columbia Oil Spill Task Force, signed a Memorandum of Understanding, which recognizes this 15-year cooperative partnership and the shared goals of both the U.S. Coast Guard and the Oil Spill Task Force in preparing for and preventing spills, in seeking cooperative methods to foster greater environmental awareness and compliance, and by ensuring that appropriate cleanups are conducted.

The Task Force Coordinating Committee met with representatives of U.S. Coast Guard Pacific Area and

YEARLY REPORT



Districts 11, 13, 14, and 17 on January 21st, 2009 to form a Steering Committee to implement this MOU. In addition to sharing updates on activities and initiatives, the Coordinating Committee and the USCG representatives discussed the following topics:

- Coordination of state and USCG drills and exercises
- Environmental Unit leads
- Local government inclusion in Unified Command
- Implementing the 2008 Recommendations of the West Coast Offshore Vessel Traffic Risk Management Project
- Tracking the double-hull status of tank vessels
- JIC Coordination with states, and training for the USCG and states
- New USCG Salvage Regulations
- NRDA and ICS
- USCG Nontank Vessel Contingency Plans
- Compatibility of Response software, and
- MARPOL

Summary notes from this meeting are available on our website at: http://www.oilspilltaskforce.org/docs/meeting_notes/USCG_Coordinating_Committee_meeting_notes_January_2009.pdf.

Working together to protect marine habitats

We currently interface with Points of Contact in the oil spill agencies of Texas, Louisiana, Mississippi, Alabama, Florida, Maine, New Brunswick, New Jersey, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Virginia, the Northwest Territories, Nunavut, the Yukon, Delaware, Maryland, and South Carolina as follows:

- They receive the our news clippings and informational emails;
- They are invited to join the information sharing at the Coordinating Committee meetings in person or by speaker phone;
- We advise them of federal rulemakings of interest, and when the Task Force submits comments, we give them an opportunity to sign on;
- Their agency links are added to our web site;
- They can contact our Coordinating Committee members anytime on any topic, and vice versa; and
- As Points of Contact (POCs) for this information sharing, they are also our POCs for mutual aid requests.

Pursuant to our focus on submitting Task Force consensus comments on federal initiatives, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals. During the past work-year we submitted comments on the U.S. Coast Guard's proposed rule titled "Vessel Requirements for Notices of Arrival and Departure and Automatic Identification Systems," pursuant to our West Coast Offshore Vessel Traffic Risk Management Project. Copies of our comments are always available at: http://www.oilspilltaskforce.org/comments.htm

The Coordinating Committee of the Task Force held its quarterly meetings in Victoria, Portland, and San Diego over this past work year; they conducted their Summer 2009 meeting by conference call. These meetings provide opportunities for information exchange as well as decisions on administration and implementation of projects outlined in our Annual Work Plan. The Task Force Coordinating Committee met with representatives of the U.S. Coast Guard Pacific Area and Districts 11, 13, 14, and 17 during their January 2009 meeting. Summary notes for the Coordinating Committee meetings are available on our website.

In addition to travel associated with the activities described above, Jean Cameron represented the Task Force at the following events this past work-year:

- the USCG/American Waterways Operators Regional Quality Steering Committee meeting in February;
- the Clean Gulf Conference in San Antonio, Texas in November;
- the Joint Assessment Team meetings in November and May; and
- API's Spills Advisory Group meeting in Washington, DC in November and in Houston, Texas in June.

Ms. Cameron responds to information requests as needed. Requests this past year included requests for more information on reporting oil spills in British Columbia and wildlife affected by mystery spills at sea.

With regard to "internal communications" among member agencies, the Executive Coordinator frequently provides a summary of news clippings on events and issues of interest to the Task Force. She also maintains a Contact List of Task Force and Coordinating Committee members and produces a Mid-Term Report to the Task Force Members. All member agencies regularly exchange information on their initiatives and activities.

The Executive Coordinator and Coordinating Committee are developing a 2009-2012 Strategic Plan as well as an Annual Work Plan for 2009-2010; both of these Plans will be adopted by the Task Force Members in September 2009 and posted on our website.

In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC), DIVISION OF SPILL PREVENTION AND RESPONSE

The mission of the Division of Spill Prevention and Response is to prevent, respond to, and ensure the cleanup of unauthorized discharges of oil and hazardous substances. The Alaska Department of Environmental Conservation's (ADEC) Division of Spill Prevention and Response (SPAR) is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage, and transportation of oil and chemicals and the cleanup of historic contamination. While we will never totally eliminate the risk of spills we are constantly learning how to better manage that risk. SPAR pursues its mission in several ways.

In the past 20 years there has been a significant and continuing advancement in Alaska's spill prevention and response capability. The State established new regulations and substantially upgraded the requirements for contingency plans and the review process for the state's oil producers, added nontank vessel compliance programs, established response depots throughout Alaska including in some of the most remote regions of the state. In partnership with federal agencies and the City of Unalaska, the State established emergency towing packages in the Aleutian Islands area and in Kodiak, has developed Geographic Response Strategies (GRS) for sensitive portions of the state's coastlines as well as developing Potential Places of Refuge (PPOR) guidelines. Both GRS and PPOR work is continuing as are other projects including an Aleutian Island Risk Assessment study, the Alaska Risk Assessment of Oil & Gas Infrastructure, a new Clean Marina Program and updates of the various contingency plans.

In the future, Alaska may face significant challenges from an increase in vessel traffic and potential offshore development in the Arctic areas of the State. The possibility of a new gas pipeline from Prudhoe Bay to Canada will also add to the State's spill response workload. New exploration and drilling technologies may permit in-close offshore and onshore oil development in areas that are not now accessible. Increases in oil and gas exploration will obviously add to the State's workload in both the response and prevention areas.

SPILL RESPONSE

ADEC received reports of 1,564 oil spills, 65 brine spills, and 433 hazardous substance spills in calendar year 2008. The Department conducted 213 field responses to oil spills, 13 field responses to brine spills, and 43 field responses to hazardous substance spills. The Department estimates that 241,964 gallons of oil, 216,358 gallons of brine and 65,955 gallons of hazardous substances were spilled in 2008. Of the 212 oil spills exceeding the Task Force data threshold of one barrel to land or water; 142 were from facilities, 22 from vessels, 14 from vehicles, and 34 were from other sources.

In 2008, ADEC initiated emergency responses to 28 significant or potentially significant discharges of oil and hazardous substance statewide, and we continue to monitor ongoing cleanup and recovery activities. The releases involved commercial and fishing vessel groundings, tank truck rollovers, overfills, ammonia releases from vessels and fixed facilities, and process water spills due to corrosion of piping. ADEC responders actively worked 2,062 spill cleanups throughout the state and removed the risk by cleaning up contaminates at sites and then closing or issuing "no further action" letters for 2,057 spills. Fourteen cases were transferred to DEC's Contaminated Sites Program for long-term cleanup and monitoring and two cases to the Department of Law for enforcement action. The state's response depots were activated for several spills, accessing the state's response depots in Craig, Bethel, Whittier, Dillingham, Mountain Village, Bartlett Cove and Juneau.

MAJOR RESPONSES

ALASKA AIRLINES NOME AIRLINE TERMINAL: On January 6, 2008, approximately 1,050 gallons of heating fuel was released into a newly renovated Alaska Airlines terminal building in Nome. The Northern Area Response Team (NART) was notified by of the spill on January 18, 2008 by a Nome Nugget newspaper reporter writing a story about the spill. Alaska Department of Transportation Runway Maintenance, Crowley Marine Services, and the building service maintenance contractor assisted with the initial response. One flight was cancelled but otherwise the terminal remained open. Air monitoring was initiated a week after the spill to ensure worker safety. Alaska Airlines does not believe the spill should be reportable, because it was released into a building and not to the environment. The cleanup report, prevention assessment, and the spill investigation as requested by ADEC was provided by Alaska Airlines on a basis of comity. The case was sent to the Attorney General's Office.

F/V Westward Grounding

F/T WESTWARD: In the early morning of February 17, 2008, the F/T Westward reported they had gone aground for unknown reasons near Klawock, Alaska on the west side of Prince of Wales Island. At the time of the grounding, the vessel had 4,000 gallons of fuel, the capacity to carry 150 gallons of lube oil and a similar quantity of hydraulic oil, plus a cargo of 80 to 120 tons of bait herring. Immediately after the grounding, the vessel reported that the generator room was flooded. Responding to the grounding were the U.S. Coast Guard (USCG), the SE Alaska Petroleum Resource Organization (SEAPRO), and ADEC. Over the next month, fuel was removed from the vessel and the cargo disposed of. Salvors refloated the vessel and it was moved to Craig, AK where it awaits final disposition.

F/V ALASKA RANGER: On March 23, 2008, the F/V Alaska Ranger, a 190-ft catcher-processor, lost rudder control, took on water and sank in 1,053 fathoms of water, 60 miles northwest of Umnak Island. The vessel had an estimated 140,000 gallons of diesel fuel on board at the time of the sinking. Five of the 47 crewmembers were lost in the casualty. The ADEC State On-Scene Coordinator (SOSC) participated as a member of the UC in evaluating lightering and containment/cleanup options. NOAA trajectory analysis for either a catastrophic or a slow release from the vessel indicated that no shoreline impact was expected. Lightering of the fuel remaining on board was ruled out as a practical impossibility due to the extreme depth of the sunken vessel.

BUCKLAND KAE DIESEL FUEL SPILL: On April 5, 2008, KAE, a local construction company, discovered a diesel fuel spill adjacent to the company's fuel storage area. An investigation determined that a fuel line that services the company's pump house had ruptured releasing 7,750 gallons of No. 1 diesel. The oil spill contaminated 5,850 ft2 of wetlands. A total of 3,100 gallons of diesel fuel was recovered from the contaminated ice and snow using a boiler to melt the snow, allowing the water and oil to separate and pumps to remove the oil from the water. An environmental consulting firm, KAE employees, and community employees worked around the clock to melt the snow and recover the fuel. Contaminated soil collected during the response was shipped out of state. To protect the City during spring floods oil booms were left in place at the end of cleanup in

Buckland KAE Diesel Fuel Spill

case non-recovered oil was mobilized during the flood season.

HR TRUCKING KENAI RIVER UREA SPILL: On May 23, 2008, ADEC staff responded to an accident on the Sterling Highway on the Kenai Peninsula. A tractor trailer hauling approximately 50,000 lbs of urea fertilizer from Nikiski to Anchorage overturned losing its entire cargo into a slough adjoining the Kenai River. ADEC assisted the trucking company with mitigating any impacts from the vehicle's fuel, lubricants, hydraulic fluid, and coolant. No lasting adverse effects are expected from the spilled urea to the slough or the Kenai River.

DISASTER ASSISTANCE

ADEC DISASTER RESPONSE PLAN UPDATE: The Prevention Section maintains and publishes the ADEC Disaster Response Plan for natural disasters and terrorism. This plan establishes the policies and procedures used in assisting the Alaska Division of Homeland Security and Emergency Management (DHS&EM) in responding to natural disaster emergencies. The Prevention Section has a position designated as the "Disaster Response Coordinator", who is responsible for the overall coordination of all ADEC programs involved in a disaster response. The plan is posted on the Department's website.

ADEC DISASTER RESPONSE ASSISTANCE: During 2008, the State responded to two natural disasters for which ADEC provided technical assistance. These included:

- June 2008 - Bear Creek Flooding
- July 2008 - Interior River Flooding

NEW RULE MAKING

REGULATION REVIEW WORK GROUP: The PERP Regulation Review Work Group identified no recommended changes in regulations during 2008.

NEW PREVENTION REGULATIONS: The Industry Preparedness Program is still planning Phase III of the Contingency Plan Review project, which will involve reviewing and revising 18 AAC 75, Article 4 "Oil Discharge Prevention and Contingency Plans and Nontank Vessel Plans." Due to staff vacancies and competing priorities, however, this project did not begin in 2008.

SPILL PREVENTION INITIATIVES

INSPECTIONS: ADEC Industry Preparedness staff conducted 60 inspections of oil terminal/tank farms, exploration, production and refinery facilities, tankers, nontank vessels, and tank barges.

INDUSTRY CONTINGENCY PLANS: Industry Preparedness staff reviewed and approved 125 new, renewed, or amended oil discharge prevention and contingency plans for facilities and vessels other than nontank vessels. Staff also reviewed and approved, as necessary, 83 nontank vessel contingency plans.

STATEWIDE HAZMAT WORKGROUP: The Statewide Hazmat Workgroup met four times during 2008. The group endorsed the formation of a Level A Hazmat Team for the City and Borough of Juneau, and recommended the use of federal Metropolitan Medical Response System funding to offset costs for activating the team.

ALASKA HAZMAT SYMPOSIUM: The first-ever Alaska Hazmat Symposium was held on April 25-27, 2008 at the Anchorage Fire Training Center. The Symposium featured numerous training classes and three practical field exercises involving a response to a rail tank car rollover, a tanker truck rollover, and a Weapons of Mass Destruction scenario. Media personnel from KTUU and KTVA attended the event on Sunday. The event was well received and plans are to hold this event biennially with the next symposium scheduled for 2010 in Fairbanks.

ALASKA RISK ASSESSMENT: In May 2007, the Alaska Legislature approved funding for the comprehensive Alaska Risk Assessment of Oil and Gas Infrastructure. The funding level is $5 million - $2.5 million each from the General and Response Fund accounts. The purpose of the Risk Assessment

is to determine a baseline condition of Alaska's oil and gas production, storage and transportation system. The Risk Assessment will also evaluate the economic, environmental and safety risks associated with continued operation for another generation, and will recommend measures to mitigate those risks. During CY 2008, ADEC, as the lead agency for this project, worked with the selected consultant to obtain public input and design a methodology to implement the Risk Assessment. The draft methodology is being reviewed by the public and by the National Academy of Sciences. ADEC is also working with industry owner/operators to obtain information needed to complete the study.

SPILL PREPAREDNESS INITIATIVES

CLEAN HARBORS INITIATIVE: The Clean Harbors initiative in Alaska is being sponsored jointly by ADEC/the Prevention and Emergency Response Program (PERP)/the Central Area Response Team (CART) and the Cook Inlet Regional Citizens' Advisory Committee (CIRCAC), and is partially financed by a grant from the Conoco Phillips Earth Energy Partners Program. Homer Harbor is serving as a "pilot project" for launching the Clean Harbors initiative in Alaska. This program is based on Clean Marina programs on the west coast and nationwide, promoted by NOAA and others, that encourage marina operators and recreational boaters to protect coastal water quality by engaging in environmentally sound operating and maintenance practices. Marinas that participate in the Clean Marina Program are recognized for their environmental stewardship. The first workgroup meeting for the Clean Harbors pilot project was held in Homer on December 19, 2007 and included the State, USCG, volunteer organizations and the City of Homer.

NORTH SLOPE BOROUGH OFF SHORE DRILLING SEMINAR: The SOSC from the Northern Area Response Team (NART) participated as the ADEC representative in the seminar hosted by the North Slope Borough in Barrow. The purpose of the seminar was to explore the state of spill response for the proposed offshore drilling. NART gave a presentation on the State's role in spill response, both within and outside the three mile jurisdictional limit, and on ADEC/PERP readiness to respond to spills in the region. The NART representative also answered questions on tactics that might be used in response to a spill in the region.

MEMORANDA OF AGREEMENT/UNDERSTANDING: PERP staff began the initial coordination and discussion to update the USCG/ADEC Memorandum of Agreement (MOA) and the EPA/ADEC Memorandum of Understanding (MOU). The MOA with USCG was signed in 1999 and the MOU with the EPA became effective in 1997. Both of these documents occurred prior to the 9/11 incident in 2001, and require significant update to incorporate additional processes and procedures.

DRILLS & EXERCISES: ADEC staff participated in and evaluated 67 oil spill exercises conducted throughout the state; these involved oil terminals and tank farms, exploration, production and refinery facilities, the Trans-Alaska Pipeline, crude and non-crude tankers, tank barges, nontank vessels, and the Alaska Railroad. The major drills were the Alaska Shield/Northern Edge Drill (TAPS Pipeline component), PWS SeaRiver Tanker drill, PWS Alaska Maiden Exercise, Air Force King Salmon Drill, Brooks Range Petroleum Drill, North Slope Mutual Aid Drill, ARRC Drill, VMT Environmentally Sensitive Areas Protection Strategies Drill and Response Planning Standard IMT exercise and the Tesoro Drill.

NEW SPILL RESPONSE INITIATIVES

ALEUTIAN ISLANDS VESSEL EMERGENCY TOWING SYSTEM WORKGROUP: Following the near grounding of the Salica Frigo on March 9, 2007, the Mayor of Unalaska convened a workgroup to discuss issues related to disabled vessels in the Aleutians and to develop prevention measures. The PERP Program Manager and ADEC are participants in this workgroup. Following initial discussions, the workgroup set as a goal the development of an emergency towing capability for disabled vessels in the Aleutians Subarea utilizing locally available tugboats and an Emergency Towing System (ETS). The placement of emergency towing equipment and the training of personnel stationed in Unalaska will decrease response time and enhance the ability to rescue a disabled vessel before grounding. Two systems were purchased for Unalaska, one by the city and a larger system was purchased by ADEC. ADEC also purchased a second system that is located at the US Coast Guard Air Station, Kodiak, AK. Deployment exercises have been held and the information gathered will be used in the development of a training manual and DVD. Additional information on the ETS Workgroup's progress can be found at: http://www.dec.state.ak.us/spar/perp/aiets/home.htm

ALEUTIAN ISLAND RISK ASSESSMENT SCOPING PROJECT: ADEC and the U.S. Coast Guard are funding a multi-stage risk assessment of maritime transportation in the Bering Sea and the Aleutian Archipelago. The first phase of this long-term risk assessment and mitigation strategy was to fund a project titled, "Risk of Oil Spills in the Aleutian Islands-A Study to Design a Comprehensive Risk Assessment". A Committee was established within the Transportation Research Board of the National Academies which completed the project in July 2008. Based on this scoping project, ADEC and the USCG established a Management Team to conduct the actual risk assessment itself. The Management Team initiated the project in the second half of 2008 with initial tasking being the hiring of a contract facilitator followed by advertising for and selecting an Advisory Panel during the first half of 2009.

METH LAB WORKGROUP: The PERP Meth Lab Workgroup completed edits of the Department's Guidance and Standards for Cleanup of Illegal Drug-Manufacturing Sites to address statutory changes promulgated through House Bill 149.

SPILL PLANNING

UNIFIED/SUBAREA PLANS: The proposed Change 3 to the Unified Plan was again delayed pending ARRT resolution on issues regarding the in-situ burn (ISB) guidelines. The core group of the ARRT Science and Technology Committee met several times to resolve remaining issues with the updated ISB Guidelines. The ISB Guidelines were finalized and approved by the ARRT in 2008. EPA, USCG, ADEC, and DOI reviewed and discussed proposed changes to the Unified Plan and work on moving forward with Change 3 was initiated in the second half of 2008.

GEOGRAPHIC RESPONSE STRATEGIES (GRS): The GRS provide site-specific spill response plans to protect priority sensitive areas in specific geographic areas. Well over 200 GRS have been developed as a precautionary step in the protection of sensitive portions of Alaskan coastal areas in the event of a petroleum product spill. Efforts are underway to create a set of GRS for the Aleutians Subarea and to identify PPOR for the region as well. The Aleutians Subarea GRS/PPOR Workgroup commenced participation in this project with a meeting in January 2007 and held a follow-up meeting in Unalaska in May 2007.

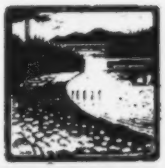
POTENTIAL PLACES OF REFUGE (PPOR): PERP continued to address Potential Places of Refuge issues during 2008. The pre-identified PPOR and supporting documents are designed to identify possible locations to move a vessel needing assistance where actions can be taken to stabilize and/or repair the vessel, in order to protect human life, reduce hazards to navigation, and/or protect natural resources and other uses of an area. The documents contain maps, aerial photos, and information on site considerations, operational characteristics, and local knowledge. A project to develop new PPOR documents for the Southeast Subarea was initiated in the second half of 2008. Additionally, PERP staff met with Alaska Department of Natural Resources State Historic Preservation Office staff in January 2008 to discuss the current cultural resources language in the PPOR. A tentative agreement was reached and acceptable verbiage will be used.

ADJUDICATION HIGHLIGHTS

TAPS PIPELINE OIL DISCHARGE PREVENTION & CONTINGENCY PLAN ADMINISTRATIVE APPEAL: In August 2007 Cascadia Wildlands Project and three individual requestors were granted an adjudicatory hearing on unspecified issues related to protection of environmentally sensitive areas downstream of the TAPS Pipeline. In June 2008 the Adjudicatory Hearing was held concerning the TAPS Pipeline Contingency Plan approval issued in November of 2006. Cascadia Wildlands Project and three individual requestors were granted the hearing specifically on questions surrounding planning for protection of environmentally sensitive areas downstream of the TAPS Pipeline. The Hearing Officer has not issued a proposed decision to date. Ultimately, the DEC Commissioner will issue the final hearing decision.

PWS TANKER OIL DISCHARGE PREVENTION & CONTINGENCY PLAN INFORMAL REVIEW REQUEST: A final decision on Tom Lakosh's Request for Informal Review, submitted on November 16, 2007, was issued by the Department on April 16, 2008. On June 9, 2008 Tom Lakosh filed a request for an adjudicatory hearing concerning the 2007 TAPS Tanker Oil Discharge Prevention and Contingency Plan approval. His request was still being review at the end of the year.

For more information about ADEC's program, visit: http://www.dec.state.ak.us/spar/index.htm



ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM, THE BRITISH COLUMBIA MINISTRY OF ENVIRONMENT

PROGRAM MISSION

The Ministry of Environment works to protect people, property, and the environment from spill hazards through its Environmental Emergency Management Program. The program's mission statement is: *Exemplary Environmental Emergency Management through Leadership, Organization, Team Work, and Shared Responsibility.*

On average, approximately 3,000 spills are reported to the ministry annually – most are accidental oil and hazardous material releases. Highly trained Environmental Emergency Response Officers located in regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry has two Incident Management Teams. These teams are tasked with the provincial delivery of the BC Marine Oil Spill Response Plan, the BC Inland Spill Response Plan and the BC Hazardous Material Response Plan. These teams function according to the international and provincial adopted Incident Command System which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.

The Environmental Management Branch in Victoria (Headquarters) undertakes environmental emergency planning for both the Regional Environmental Emergency Response Officers and the Provincial Incident Management Teams.

NEW TASK FORCE MEMBER

Doug Konkin was appointed Deputy Minister, Ministry of Environment and BC's Task Force Member on January 20, 2009.

Doug previously served as Deputy Minister, Ministry of Forests and Range since June 30, 2003. He has also served as District Manager of both 100 Mile House Forest District and the Kamloops Forest District. Doug has been in working in the BC public sector for 30 years. He is motivated by the possibility of making things better for employees and the public. Doug believes strongly that it his role as a senior leader to ensure that the people of the Ministry of Environment will be different and better tomorrow than they are today, in part because the world will be different. It is in equipping staff with the tools and learning which create adaptive and flexible organizations that Doug has earned accolades from peer groups across government. Simply put, by focusing on people, Doug and his executive cadre are creating a sustainable and energized workforce which continuously improves the Ministry's business and people practices.

ACHIEVEMENTS AND OPPORTUNITIES

British Columbia has made steady progress over the last 20 years since it joined with the State of Washington to form what has now become the Pacific States/British Columbia Oil Spill Task Force. Although there have been ebbs and flows in the resources available to the Environmental Emergencies Program over the years, the program personnel have continued to develop and make steady improvements. The creation of provincial Incident Management Teams and the establishment of a roster of Technical Specialists has positioned the province well to manage large incidents. The program has developed provincial plans and guidance for marine and inland oil spills, hazardous materials incidents and a variety of others aspects of spill response.

With growing transportation along the coast and resource development activities including the expansion of the Port of Prince Rupert and various oil and gas proposals, the province must ensure that the program continues to develop the tools and acquire the resources needed to mitigate new risks. Work also continues on building stronger relationships with federal agencies, First Nations and other stakeholders to promote shared stewardship and ensure that an effective and integrated response occurs.

SIGNIFICANT SPILLS

The province did not experience any significant marine spills in 2008, although a number of small spills did occur. Considerable planning took place through 2008 leading up to the salvage of logging

equipment sunk in the Robson Bight Ecological Reserve in 2007 (home to unique Orca whale rubbing beaches). In partnership with the Canadian Coast Guard, the provincial government co-funded the recovery of a tank truck containing diesel fuel and a steel cube containing lube oils.

The province also dealt with a number of significant hazardous materials releases around the province. One incident resulted in the release of crude oil from a large storage tank associated with an inter-provincial pipeline terminus. The province was also faced with the need to declare an Environmental Emergency in order to address a pulp mill that was in jeopardy of shutting down and putting at risk a significant volume of chlorine used in mill operations.

NEW LEGISLATION

The Environmental Emergencies Program has completed a review of the existing environmental emergency legislation and developed a list of recommended changes for government to consider. The potential changes are focused on addressing current gaps identified by ministry staff, ensuring that transporters and users of hazardous materials are appropriately prepared to respond to spills, and improving environmental protection and public safety overall. The recommendations will be reviewed and assessed by government to determine next steps.

The provincial Spill Reporting Regulation was updated in 2008 to correct references to the federal Transportation of Dangerous Goods Regulation that was amended in 2006. The changes were required in order to synchronize the Provincial Spill Reporting Regulation with the Federal Transportation of Dangerous Goods Regulation (as these are referenced in the regulation).

VANCOUVER 2010 OLYMPIC PLANNING

The Ministry of Environment is committed to strong participation in Olympic emergency planning exercises in order to outline capabilities, roles, responsibilities among various responders, and to address the use of the Incident Command System, Unified Command and other response procedures and protocols in place during the Olympic time period.

Three Olympic exercises were developed by the Integrated Public Safety Unit and the Vancouver Olympic Committee in preparation of the Vancouver 2010 Winter Olympics. The purpose of these exercises is to ensure that a functional, integrated command and coordination structure is in place with effective information and intelligence sharing in support of national security and the emergency management framework for the 2010 Winter Olympic Games.

RAILWAY REVIEW

The Ministry of Environment and Environment Canada released a report in 2006 that reviewed the environmental response preparedness of railway companies operating in BC. There were several recommendations coming out of the report, one being the establishment of a joint industry/government working group (a BC Rail Sector Emergency Response Working Group) with the goal of improving response and capacity. The working group adopted their Terms of Reference on January 13, 2009 in a meeting attended by government agencies, the operating railways in the province and several other stakeholders. The response to this initiative has been very supportive.

INITIATIVES

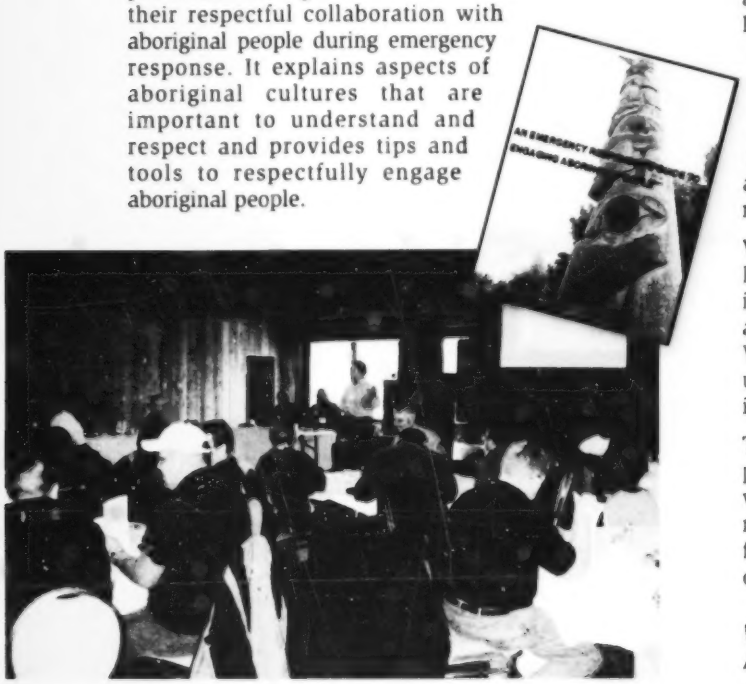
Coastal First Nations Engagement

In March, 2007, the Environmental Emergencies Program, working in partnership with the Western Canada Marine Response Corporation, began an initiative to build awareness in coastal First Nations communities regarding marine spill response. This initiative, presented in workshop format, was intended to provide coastal First Nations with information on the current provincial marine spill response regime, as well as to build relationships among the province, First Nations communities, and external partners.

Workshops were provided in nine different locations along the coast of BC. These sessions were successful outreach opportunities attended by various First Nations from all over BC's coast. Challenges and opportunities in integrating First Nations into marine spill response were identified by workshop participants. The comments and conclusions drawn from workshop feedback were summarized into a final report titled Coastal First

Nations Marine Spill Response Initiative: Comments and Conclusions.

As another outcome of the project, British Columbia Aboriginal Youth Intern Sarah Robinson, developed two guidance documents. The first document, A First Nation's Guide to Environmental Emergencies, explains the emergency response process in British Columbia for spills. It describes how emergencies are reported, what government agencies respond, and how First Nations can get involved if their interests or sensitivities are impacted. The second document, An Emergency Responder's Guide to Engaging Aboriginal Peoples, will be provided to provincial emergencies staff to aid their respectful collaboration with aboriginal people during emergency response. It explains aspects of aboriginal cultures that are important to understand and respect and provides tips and tools to respectfully engage aboriginal people.



First nation marine spill workshop

Kitimat Geographic Response Plan Pilot

The purpose of this project is to provide direction and leadership in the management of developing a GIS-based Geographic Response Plan (GRP) for the Kitimat Arm area on BC's north coast. The Kitimat GRP is intended to become part of a larger vision of a BC Northwest Response Plan (BCNWRP) designed to provide planners, responders and stakeholders within the BC northwest coastal communities more effective guidance and tools to plan for (and respond to) major spills. It is anticipated that the various lessons learned and protocols established by the Kitimat GRP Project will be applied in developing future GRPs for key high-risk locations throughout British Columbia.

Currently, the program staff are working with key federal and industry partners in designing an overall GRP management framework for developing and maintaining GRPs throughout the province.

Oiled Wildlife

Program staff have been working with our partners at the Canadian Wildlife Service (CWS) and the Department of Fisheries and Oceans (DFO) to determine if a consistent oiled wildlife response policy can be achieved. Discussions on oiled wildlife policy have led to the creation of an oiled wildlife working group with participation from industry and responsible provincial and federal agencies. The working group has identified a number of action items that they are working on.

Various wildlife response organizations that work in BC have been engaged to discuss the oiled wildlife issue as they are a critical component in developing an oiled wildlife and capability and capacity. Wildlife care groups have now organized under the umbrella of the Oiled Wildlife Trust to work on the issue in a coordinated manner.

Through working collaboratively with federal partners, industry and the wildlife care community we hope to provide improved clarity to oiled wildlife response and set the stage for the development of a functional oiled wildlife response capability and capacity for British Columbia.

Western Canada Environmental Emergencies Inter-Agency Committee (WCEEIAC)

Provincial and territorial environmental emergency programs, along with Environment Canada representatives, have come together to form the Western Canada Environmental Emergencies Inter-agency Committee. The Province of Alberta hosted an inaugural meeting in November 2008. The goal of the committee is to share best practices and research in the prevention, preparedness, response, and recovery of environmental emergencies and to work toward mutual aid agreements. Through cooperation, it is hoped that each agency will enhance their ability to respond to environmental

emergencies and increase skills and expertise in environmental emergency response.

ANNUAL TRAINING

Incident Management Teams

The Ministry of Environment has two Incident Management Teams (IMTs), also known as Provincial Response Teams – one Coastal Team and one Interior Team. These teams ensure that the provincial government is strategically and operationally situated to work with industry, federal agencies, local government and First Nations for the duration of an incident.

The 2008 Annual IMT Training was held in Nanaimo, BC on October 22nd and 23rd. Training was based on the Incident Command System and included a table top spill exercise, focusing on the planning function within an incident command post. Other highlights included environmental emergency

2008 Incident Management Team training

response presentations from the Alaska Department of Environmental Conservation and the Capital Regional District Hazmat Team.

Environmental Emergency Response Officers

The Kootenay Region successfully hosted the 2008 Environmental Emergency Response Officer Annual

EERO Refresher Training, 2008

Refresher training in Nelson and Trail. This training helps ensure that our 18 response officers maintain their skills, have an opportunity to share their experiences and lessons learned, to gain familiarity with the various regions of the province, and to build partnerships and improve interagency response by working with other local, regional, provincial and federal responders. Two consecutive 4-day training sessions were conducted during the weeks of May 5th and May 12th.

The Ministry worked with industry partners and other government agencies to deliver three Shoreline Cleanup and Assessment Team courses in 2008. The training opportunities included personnel from a number of organizations and significant First Nations participation.

PROGRAM INFORMATION

For more information about the BC Ministry of Environment's program for managing environmental emergencies related to spills see: http://www.env.gov.bc.ca/eemp/

THE CALIFORNIA DEPARTMENT OF FISH AND GAME'S OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR)

MISSION STATEMENT

The mission of OSPR is to provide best achievable protection of California's natural resources by preventing, preparing for and responding to spills of oil and other deleterious materials and through restoring and enhancing affected resources.

OSPR'S SHARED VISION

We have an organization that:

- Is the Premier Agency for all aspects of spill prevention, response, and restoration;
- Operates with integrity;
- Is transparent and open;
- Values one another;
- Communicates and creates connections;
- Anticipates needs and is proactive;
- Inspires confidence and creativity; and
- Provides great service.

PROGRAM MISSION

OSPR, a division of the California Department of Fish and Game (DFG), is the lead state agency for spill response in California. OSPR was established by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (Act). The Act provides the OSPR Administrator with authority to direct spill response, cleanup, and natural resource damage assessment and restoration.

NEW TASK FORCE MEMBER

Governor Arnold Schwarzenegger appointed Mr. Stephen L. Edinger as the Administrator of OSPR on November 6, 2008. Mr. Edinger's appointment is subject to Senate confirmation. His confirmation hearing was held on July 8, 2009.

Prior to Mr. Edinger's appointment, he held the position of Chief of OSPR's Enforcement Branch. In this capacity, he oversaw DFG/OSPR's statewide pollution response and enforcement efforts. He has served in different management capacities within DFG and has been the Incident Commander for moderate and large marine oil spills. He also was responsible for reviewing and enforcing regulations affecting oil spill response organizations, tug escorts, oil transfers, oils spill contingency plans, and financial responsibility requirements.

Scott Schaefer, who was OSPR's Deputy Administrator from 2000-2004 returned to the Deputy Administrator position March 9, 2009 after his five (5) year recall to active duty in the U.S. Coast Guard. Scott, who is a Commander in the U.S. Coast Guard Reserves, served as the Planning Department Chief and Executive Officer at MSO San Francisco Bay in 2004. He was then transferred to the Eleventh Coast Guard District where he served as Acting Chief of the Marine Safety Division, Chief of the Incident Management Division and Acting Chief of the Prevention Division. Scott also spent over a month responding to hurricanes Katrina and Rita, and led a twenty person U.S. Coast Guard Incident Management Assist Team.

2008/2009 INCIDENTS

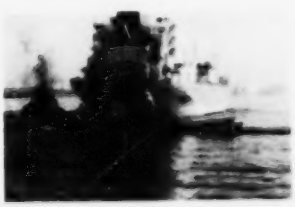
Asphalt Spill at Batiquitos Lagoon, San Diego (9-5-08)

A truck carrying 17 tons of asphalt crashed into Batiquitos Lagoon in San Diego. As a result of the crash approximately 60-80 gallons of diesel, 35 gallons of hydraulic fluid and 19 tons of asphalt spilled into the lagoon. The crash occurred at low tide, so the spilled materials went into the ground. Boom contained most of the spilled material.

Batiquitos Lagoon

Tugboat Resolute, San Francisco Bay (10-13-08)

The tugboat Resolute discharged an estimated 140 gallons of diesel into the Oakland outer bay after a spill occurred while transferring fuel on board the vessel. The spill occurred during a flood tide, which caused much of the product to be pushed up under the piers.



Tugboat Resolute

Platform A Oil Spill, Santa Barbara Channel (12-8-08)

Approximately 1,200 gallons of oil spilled into the Santa Barbara Channel from a hole in a pump at Platform A, which sits six miles offshore of Santa Barbara. A majority of the oil was recovered with skimmers and none reached the coastline.

Platform A Technology Used:

The Platform A spill response was OSPR's first operational use of remote sensing technology to confirm the presence of oil on the ocean surface, accurately map the extent of the oil slick, classify the obtained remote sensing images into oil thickness categories, and present these data on an interactive internet mapping web site for use by the Unified Command and spill responders, all in real-time. The remote sensing technology utilized in this emergency response is the result of four separate but related research projects funded by OSPR's Scientific Study and Evaluation Program (SSEP) and the US Minerals Management Service Technology Assessment and Research Program (TARP).

Two remote sensing missions were carried out by OSPR's primary remote sensing contractor Ocean Imaging Corporation (OI). As demonstrated in this response the remote sensing imagery and resulting map products can be used by the Unified Command to direct on-water recovery assets (to the thickest accumulations of oil), to generate a rough volume estimate (based on the mapped footprint of the slick and the thickness values) and to confirm the completeness of the on-water recovery phase of the emergency response. These data are also valuable for the post response natural resource damage assessment (NRDA).

Fishing Trawler Hits Bridge, San Francisco Bay (4-15-09)

After losing power, the 70-foot fishing trawler Big Timber drifted and became wedged under the San Mateo-Hayward Bridge. Approximately 1,300 gallons of diesel was pumped out of the vessel to reduce the risk of a spill as the boat broke apart. No significant amount of oil was released into the bay.

OTHER SIGNIFICANT POLLUTION MATTERS

SS Montebello

At the request of Assemblyman Sam Blakesley, OSPR agreed to research the feasibility of conducting a risk assessment on the SS Montebello. The Montebello was a 487-foot tanker that was sunk by a Japanese submarine on December 22, 1941, approximately 6 miles off the central coast of California. She was carrying approximately 73,571 barrels of crude oil and 2,477 barrels of bunker fuel. The report will be conducted in 2 phases; the first phase would include a site assessment and an environmental and economic assessment. The second phase would focus on the condition of the vessel in an attempt to learn about the likelihood of a release. OSPR will be partnering with NOAA and the National Marine Sanctuaries in preparing this report.

SS Montebello

Olive the Sea Otter

On February 21, 2009 an emaciated young female southern sea otter was found oiled on Sunset State Beach in Monterey Bay by the staff of the Marine Mammal Center at Moss Landing. The animal was stabilized by staff from the Monterey Bay Aquarium and then transported to DFG's Marine Wildlife Veterinary Care and Research Center in Santa Cruz. She was tarred over about 50% of her body with aged Monterey formation crude oil. The otter was bathed in olive oil to soften the tar, thoroughly washed and rinsed using modifications of traditional methods that employ soft fresh water for rinsing and warm soft fresh water for recovery. Nicknamed "Olive" by U.C. Santa Cruz animal care staff who worked with her, the otter made steady and rapid progress in her recovery.

Her successful treatment and recovery served as a "proof of concept" for 3 years worth of research into improvement of washing methods using healthy tame unreleasable adult male sea otters. The use of passive integrated transponder (PIT) tags to follow her temperature and infra red photography to follow recovery of her coat proved to be excellent new technologies. Her story was released to the public via Facebook and she quickly garnered over 1000 friends and fans.

Staff from the Monterey Bay Aquarium surgically implanted a tracking device in the otter in order to follow her and monitor her health after release. Olive was released on April 7, 2009 and appears to be thriving in the wild. A featured article in the June-July 2009 Wildlife Professional will review progress in treating oiled sea otters, the new washing methods, and Olive's story. Southern sea otters are listed as Federal threatened species and a State fully protected species. There are only about 2,800 in California. Sea otters face many threats in the open ocean, including oil spills, disease, pollution, habitat loss and degradation, food limitations, fishing gear entrapment, and conflict with shellfish fisheries.

Olive

NEW LEGISLATION

The following is a list of legislative bills that were signed into law in 2008. All of these bills (other than AB 1960) were introduced by the California legislature to correct perceived deficiencies in the response to the November 2007 Cosco Busan oil spill in San Francisco Bay:

Assembly Bill 1960
(Nava, Chapter 562, Statutes of 2008)

- Establishes criminal penalties for making false or misleading reports of an oil spill into state waters to the California Emergency Management Agency (CEMA, formerly Office of Emergency Services (OES));
- requires the Division of Oil and Gas and Geothermal Resources to establish minimum oil production facility maintenance standards and authorizes inspections and cease and desist orders. It also establishes a fee on operators and requires a life-of-well or life-of-facility bond from operators with a history of violations or who has outstanding liabilities to the state; and it
- increases the penalty for violations.

Assembly Bill 2031
(Hancock, Chapter 563, Statutes of 2008)

- Requires the OSPR Administrator to provide a program for training and certification of a local government spill response managers; authorizes this spill response manager to train and certify volunteers; and offers grants to a local governments with jurisdiction over or directly adjacent to marine waters to provide oil spill response equipment;
- requires local spill response managers to attend drills at the request of the Administrator; and
- requires updates to the California Emergency Management Agency (CEMA, formerly OES), by the Responsible Party if the initial spill report was inaccurate, incomplete, or if the quantity of oil spilled changed.

Assembly Bill 2911
(Wolk, Chapter 565, Statutes of 2008)

- Makes certain marine oil spill provisions applicable to inland oil spills, and designates the OSPR Administrator as Incident Commander for inland oil spill cleanup;
- makes responsible parties liable for damages similar to those for marine oil spills;
- allows for administrative enforcement of inland oil spills and establishes penalties which are to be deposited into Fund 207 [the Inland Pollution Fund];
- requires responsible parties to cleanup and mitigate the damage caused by inland oil spills, and to prepare a wildlife rehabilitation plan when appropriate;
- requires the OSPR Administrator to update the State Oil Spill Contingency Plan;
- adds search and collection as a primary focus of the Oil Wildlife Care Network (OWCN), in addition to rehabilitation; and
- increases annual OWCN funding up to $2 million from 1.5 million.

Assembly Bill 2935
(Huffman, Chapter 564, Statutes of 2008)

- Specifies that the Director of DFG must close waters to fisheries within 24 hours of oil or other petroleum product spill of 42 gallons (1 barrel) or more; and
- within 48 hours of a spill the Director, in consultation with the Office of Environmental Health Hazard Assessment, is required to assess the public health hazard, the need for additional closures, and develop weekly expedited testing.

Senate Bill 1739
(Simitian, Chapter 566, Statutes of 2008)

- Clarifies drilling requirements of an oil spill contingency plan; and a
- adds additional elements in Rating an Oil Spill Response Organization °Authorizes OSPR Administrator to draft regulations to require an independent drill monitor when a plan holder requests drill credit for an out-of-state drill.

Pending Senate and Assembly Bills

Several bills have been introduced by the legislature in 2009 which could potentially impact OSPR; however, these bills are primarily clarifying/cleanup in nature. None of the bills have been passed as of mid-June, 2009.

NEW RULEMAKING

Civil Administrative Penalties for Inland Oil Spills

Assembly Bill 2911 (Chapter 565, Statutes of 2008) included inland oil spills, as defined, in the provisions for administrative civil liability and/or penalties. To implement this bill, regulation were amended to add inland spills for the purpose of pursuing administrative civil penalties. These regulations have been approved and became effective June 4, 2009.

Shortened/New Response Times for Oil Spills in High Volume Ports

Regulations were adopted to shorten on-water recovery response times for High Volume Ports (San Francisco Bay and Los Angeles/Long Beach Harbors from 6 hours to 4 hours); and add 2 hour containment requirements for identified Oil Pollution Risk Areas (OPRAs) in the San Francisco Bay area. These regulations were approved and went into effect July 1, 2009.

PENDING RULEMAKING

Regulations are being drafted to implement SB 1739 (Simitian, Chapter 566, Statutes of 2008), which authorizes the Administrator to require an independent drill monitor when a plan holder request drill credit for an out-of-state drill, if OSPR the USCG or other qualified public agency is unable to attend the drill. This is a work in progress; public workshops to discuss draft proposed language will be held in late summer.

Regulations are being drafted to update Local Government Grant regulations, to reflect plans that are more ICS/response oriented. This is also a work in progress; workshops are anticipated in the fall.

RULEMAKING ISSUES UNDER REVIEW

Incident Webpage Development

OSPR's incident webpage is being developed as a means to keep stakeholders and the general public informed during an oil spill response.

Best Achievable Technology Focus Groups

The Best Achievable Technology Focus Groups' mission is to update a 1995 OSPR report to the Legislature. Each group has been assigned the following broad subject areas to review: 1) Remote Sensing; 2) Applied; 3) Response Technologies; 4) Mechanical Response; and 5) Prevention/Spill Mitigation.

Option for Local Government's inclusion in the Unified Command – San Francisco Bay Only

An oil spill in the San Francisco Bay poses significant challenges due to the Bay's unique environmental setting, economic activity and political sensitivity. Local governments need the ability to address operational coordination and policy issues as part of their statutory obligations to protect life, property and the environment. The Federal On-Scene Coordinator (FOSC) may exercise the option to appoint a Local Government On-Scene Coordinator as a member of Unified Command. This decision shall be based on the nature and severity of the spill, jurisdictions that may be affected, potential for public involvement and the need for local agency support.

Environmental Unit Leader (EUL) Position

The EUL is a member of an Incident Command System (ICS) and is responsible for environmental matters associated with an oil spill response, including strategic assessment, modeling, surveillance, environmental monitoring and permitting, and preparing and providing environmental data for the situation unit. It is the policy of the Office of Spill Prevention and Response that the EUL position is to be filled with a representative from a state or federal natural resource trustee, assisted by a deputy-unit leader/coordinator provided by the Responsible Party (RP). If no such agency representative is initially available/willing to lead the EU, a RP representative may fill the role. As a spill response matures, a transition to a RP representative may occur with the concurrence of the Unified Command.

Shoreline Cleanup Assessment Specialist/ SCAT Coordinator

The SCAT Coordinator, as a member of the ICS, participates in activities which include overseeing the collection of data documenting the extent and degree to which the shorelines have been oiled; describing the types of shorelines present in the impacted area; recommendations for appropriate cleanup methodologies; working with trustees and

other parties to develop cleanup endpoints; and, working with trustees and landowners to determine when impacted shorelines met endpoint criteria. It is the policy of the Office of Spill Prevention and Response that the SCAT Coordinator position is filled by qualified OSPR staff, assisted by a deputy coordinator provided by the RP. If no qualified OSPR staff is initially available, a RP representative may fill that role. As the spill response matures, a transition to a RP representative may occur with the concurrence of the Unified Command.

SPILL PREVENTION

In 2008 a Risk Data Analysis Model for arriving vessels was incorporated into our vessel arrival review process. Based on the European Union model, the analysis considers the vessel's flag, age, service, hull, classification society, past vessel history, and the vessel's management history among other criteria. Points are awarded and if a vessel's point total adds up to 15 or more, the vessel is considered "at risk." In 2009, Marine Safety Branch (MSB) Field Staff will actively board vessels considered "at risk" by the model, to verify the actual condition of the vessel warrants the "at risk" designation. Using the findings of these boardings, adjustments to the Risk Data Analysis Model may be made.

The Small Craft Refueling Docks (SCRD) program has been totally revamped. In 2008, beta versions of the SCRD database were worked on. In 2009, the SCRD database will be transferred to OSPR's MSB Field Units and onsite visits to the SCRD's will begin.

SPILL READINESS

A major accomplishment for 2008 was completing the review and re-approval of all tank vessel and facility California Oil Spill Contingency Plans. Title 14, California Code of Regulations section 816.05(a)(1)(A) requires these plans to be updated and resubmitted every five years. April 1, 2008 was the third time these plans had been resubmitted. The tank vessel plans had to address the new response requirements, so all those plans had a thorough review prior to reapproval. For the first time, the facility plan re-submittal was accomplished by the MSB field units. There were 434 tank vessel plans covering 2,458 tank vessels resubmitted and 161 facility plans.

Response Equipment Grants

OSPR has developed, through local government grant regulations, a program to provide grants to local government entities for the purchase of response equipment. The application process has been developed, funding has been identified and criteria (matrix) has been developed to assist in determining areas where resources are not immediately available and where there are sensitive areas that would benefit from immediate containment. For fiscal year 2008/2009, OSPR received 650k through our local assistance fund and is in the process of issuing 25 response equipment packages throughout the State.

Volunteer Program

OSPR developed the Convergent Volunteer Program in 1996 to use volunteers from the general public in assisting with the care and processing of oiled wildlife. OSPR's Convergent Volunteer Program has collaborated with the UC Davis Oiled Wildlife Care Network (OWCN) in registering, training, and using pre-trained and convergent volunteers for oiled wildlife rehabilitation. These volunteers have made significant contributions to oiled wildlife care during several California oil spills.

Until recently, volunteers have not been used in any capacity except the care and processing of oiled wildlife, for the simple reason that health and safety hazards can be better controlled when volunteers are working within the supervised confines of a wildlife center, rather than out in the field. However, the 2007 M/V Cosco Busan oil spill in the San Francisco Bay changed the expectations

regarding the use of volunteers, and as a result, the San Francisco Bay and Delta Volunteer Subcommittee (VSC) was revised to develop a plan addressing the integration of non-wildlife volunteers into an oil spill response. The Subcommittee members represent federal, state, local government, and volunteer-use organizations within the San Francisco Bay Area. The VSC developed a charter, action plan, created a "Draft" Non-Wildlife Volunteer Plan (NWVP), informational materials (Brochure), expanded the number of job opportunities for the non-wildlife volunteers, updated the language within the San Francisco-Bay Delta Area Contingency Plan specific to non-wildlife volunteers, and defined a dedicated Volunteer Unit, within the Planning Branch. The VSC will prepare "Go Kits" for local government partners (stocked with pre-assembled equipment and forms), identification of other non-governmental volunteer organizations that may provide non-wildlife volunteers during a spill incident, and provide training/drills of both volunteer managers and groups.

The NWVP will be submitted to the Regional Response Team (RRT) on June 25, 2009 as a draft. The RRT will review the NWVP and submit comments to the VSC. The VSC will revise the NWVP, as necessary.

Contingency Plan Drills and Exercises

On January 5, 2009, the Drills and Exercises Program (D&E) was officially fully staffed, with the filling of the last Environmental Scientist/Drill Coordinator in the Los Alamitos Office. The Oil Spill Prevention Supervisor 1 position was filled September 2, 2008. The total number of D&E staff is now seven. With the additional staff, when training is completed, the D&E Program should be able to cover more drills with increased depth in the evaluations process.

During the past year, D&E has accomplished the following:

- Completion of the Drills and Exercises Manpower Needs Analysis;
- Revision and maintenance of the Drills and Exercises Database;
- Training to provide members with knowledge and a framework to advance the mission of the Program, including: 1) California Homeland Security Exercise and Evaluation Program (HSEEP); 2) All-Hazards Liaison Officer; 3) SEMS/NIMS/ICS; 4) Enhanced Exercise Design, Conduct & Evaluation; 5) HAZWOPER; and 6) others;
- Planning and design of major plan holder drills to include the following major exercises: 1) September 20, 2008 Chevron Products/NPREP exercise; 2) April 15, 2009 BP West Coast Products; and 3) June 3, 2009 Meredith Group (covering 30 different vessel plan holders); and
- Development of a draft Evaluation Guideline document to provide a training guide for all OSPR staff who attend drills; this document should also lead to more consistent and in-depth drill evaluations by D&E staff.

OSPR's drill participation at required exercises has been increased to 87% of the spill management team/table top exercises and 47% of the equipment deployment drills. (These drills exclude drills at unregulated facilities and drills not meeting the 30-day notification requirement.) This is an improvement over our initial goals of attending 50% of the table top exercises and 20% of the equipment deployment drills. We may be able to reach 90% of the table top exercises and 50% of the equipment deployment drills in 2009/2010. An upward trend in drill numbers was actually outpaced by OSPR attendance.

NATURAL RESOURCE DAMAGE ASSESSMENT (NRDA)

Natural Resource Damage Assessments

Oil spill NRDA case updates for 2008-May 2009 include the following:

- COSCO BUSAN SPILL, SAN FRANCISCO BAY: State and federal trustee agencies are continuing to assess the ecological injuries and impacts to human activities caused by the November 7, 2007 Cosco Busan oil spill. The container ship Cosco Busan, operated by Regal Stone, Ltd., struck a support tower of the Bay Bridge, puncturing the vessel and spilling 58,000 gallons of intermediate fuel oil into the central San Francisco Bay and vicinity. The trustees will ultimately make a claim for funds from the responsible party to implement a variety of restoration projects. To date, over 70 injury studies or data collection tasks have been completed. Resource injury teams were formed according to each injured resource category,

including birds, mammals, fish/eelgrass, sandy beach/salt marsh habitat, rocky intertidal habitat, and human uses. Teams also were formed for data management, public outreach, restoration planning, and case management purposes. The trustee agencies are working cooperatively with the responsible party and their consultants. Restoration planning is ongoing and over 70 projects have been considered.

- KINDER MORGAN, SUISUN MARSH, CALIFORNIA: On April 27, 2004 an underground 14-inch diameter petroleum pipeline owned or operated by Kinder Morgan Energy Partners, L.P. (KMEP) and SFPP L.P. (the responsible parties or RPs) ruptured and discharged approximately 123,774 gallons of diesel fuel (grade 2-D) into a managed marsh located within Suisun Marsh near the city of Fairfield, California. The Trustees involved in this NRDA case worked cooperatively with KMEP on the damage assessment. The Trustees put out a Draft Damage Assessment and Restoration Plan (DARP) for public comment in February 2009, and held a public meeting in Fairfield on 26 February on the Draft DARP. Many comments were received on the restoration options proposed, including a tidal marsh restoration project at the DFG Hill Slough property and a weed control effort on the DFG Grizzly Island complex. The document is currently under revision to respond to the comments received.
- CHEVRON, CASTRO COVE, RICHMOND, CALIFORNIA: Chevron Products Company (Chevron) owns and operates a petroleum refinery in Richmond, California which, prior to 1987, discharged wastewater directly into Castro Cove, a small embayment within San Pablo Bay. Although the wastewater discharge was relocated outside of Castro Cove in 1987, some of the sediments inside the Cove retained elevated levels of contaminants, including mercury and polycyclic aromatic hydrocarbons (PAHs). In 2007 and 2008 Chevron undertook a major on-site cleanup project, removing the most highly contaminated sediments within Castro Cove in compliance with an order issued by the California Regional Water Quality Control Board. In addition to the cleanup costs expended on this project, Chevron is liable for natural resource damages. Working cooperatively with Chevron and their consultants, the Trustees in this case issued a Draft Damage Assessment and Restoration Plan (DARP) for public comment on 25 November 2008. Additionally a public meeting was held in Richmond, CA, on 17 December 2008. There were many comments on the marsh and mudflat restoration options presented in the Draft DARP, and the document is currently under revision to respond to the comments received.
- LUCKENBACH OIL SPILLS, NORTHERN CALIFORNIA: The freighter S.S. Jacob Luckenbach sank in 1953 in the Gulf of the Farallones. In 2002, state and federal officials identified it as the source of many mystery oil spills that occurred periodically during winter storms. These spills resulted in the oiling of thousands of seabirds along northern California beaches from Bodega Bay to Monterey Bay. In the summer of 2002, the U.S. Coast Guard provided oversight for a $19 million effort to remove oil from the wreck and to seal it to prevent further oil releases. Since then, the trustees have conducted a NRDA and made a claim to the NPFC. The trustees estimate that more than 50,000 seabirds were killed by the leaking oil between 1990 and 2003. Impacted species include waterfowl, loons, grebes, pelicans, cormorants, gulls, shorebirds and common murres. Affected threatened or endangered species include brown pelicans, snowy plovers, marbled murrelets, and sea otters. The trustees are asking for approximately $25 million to implement 14 restoration projects. The NPFC has approved 5 of the projects to date; the remainder is still being adjudicated.
- GREKA ENERGY, SANTA BARBARA COUNTY: Greka Energy has been responsible for multiple spills of crude oil and produced water at its production facilities in Santa Barbara County. OSPR's NRDA staff have completed NRDAs for four spills of crude oil and produced water into creeks by Greka Energy in 2007 and 2008. These cases have been filed with the State Attorney General.

RESOURCE AND DEVELOPMENT INITIATIVES

Scientific Study and Evaluation Program (SSEP) 2009:

The SSEP was established to meet OSPR's legislative mandate to study, investigate and evaluate applied response programs, Best Achievable Technologies and potential adverse effects of oil spills. The program also supports studies to improve natural resource damage assessment and restoration. Funding for the SSEP is provided on an annual basis, via solicitation for written project proposals.

A Technical Review Committee (TRC) has been established to provide an independent review and ranking of project proposals. The TRC consists of seven to 10 members, including both OSPR and non-OSPR members, selected by the chief of the Scientific Branch. Procedures include:

- All proposals are rated and ranked for funding according to established criteria;
- Overall program direction, oversight and evaluation are provided by the Program Steering Committee (PSC);
- Based on recommendations of the TRC and the PSC, final project selection is approved by OSPR's Administrator;
- Projects are selected the year prior to their start date to facilitate contract preparation and project initiation; and
- The results and products of all projects are evaluated by OSPR staff and maintained in a central location at OSPR headquarters. These reports/results are available upon request and are available for download at the SSEP website. Each project is required to submit an annual report and participate in an annual program meeting/symposium.

Since its inception in 2003, 44 projects have been funded, with a total encumbrance of $2,399,553 in contracts for this program through fiscal year 2008/2009. Due to budget constraints, no new projects are planned to begin in fiscal year 2009/2010. The projects funded in fiscal year 2008/2009 are:

- Effects of crude oil and dispersed oil on spawning topsmelt (Atherinops affinis);
- Developing a procedure for implanting transmitters in Western grebes for post-release monitoring;
- Evaluating the effectiveness of beached bird models using computer simulations of bird recoveries after oil spills;
- Determining trends and sources of chronic oiling and other mortality factors affecting marine birds in Central California;
- Quantifying the effect of rehabilitation pen coverings on the behavior of captive seabirds;
- The Suitability of a variety of particulate sorbents as spill response tools; and
- Habitat restoration – a guide to field restoration techniques for riparian habitats.

OSPR WEBSITE

- Scientific Study and Evaluation Program: http://www.dfg.ca.gov/ospr/about/science/ssep.html
- Oil spill NRDA updates: http://www.dfg.ca.gov/ospr/spill/nrda/nrda.html
- Unocal/Avila Spill Restoration actions: http://www.dfg.ca.gov/ospr/spill/nrda/nrda_avila_1.html

Hawaii

HAZARD EVALUATION & EMERGENCY RESPONSE OFFICE OF THE ENVIRONMENTAL HEALTH ADMINISTRATION IN THE HAWAII DEPARTMENT OF HEALTH (HEER)

PROGRAM MISSION

The Hazardous Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances - including oil - into the environment. Our work includes preventing, planning for, and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, preventing contamination rather than cleaning up after the fact, and basing decisions on sound scientific principles and common sense.

The office is comprised of three operating sections, each addressing an important aspect of its mission. The implementing sections are organized as follows: 1) Emergency Preparedness and Response; 2) Site Discovery, Assessment and Remediation; and 3) Hazard Evaluation.

The HEER Office Emergency Preparedness and Response Section (EP&R), along with the four State On-Scene Coordinators (SOSCs) are responsible for planning and preparing for, and responding to releases of a hazardous substance and/or oil that may cause immediate and substantial threat to human health or the environment. The SOSCs have been trained to enter hazardous atmospheres in self-contained breathing apparatus (SCBA) and various types of personal protective equipment. As back-up personnel to first responder County HAZMAT teams, SOSCs are on 24-hour call.

SIGNIFICANT EVENT SUMMARIES

During FY 2008, the HEER Office received 410 notifications which were directly concerned with the release of hazardous chemicals or oil spills. Of the 410 notifications reported, 56 required a site response by a State On-Scene-Coordinator (SOSC) and/or a major off-scene coordination and response effort. Notable among the spill responses during FY 2008 were the following:

Aloha Petroleum Tanker Truck Incident

On February 21st a Aloha Petroleum fuel delivery truck experienced a vehicle drive shaft break that punctured one of two gasoline filled tanker trailers releasing 2,000 gallons of gasoline onto H-1 HIGHWAY. Incident release and cleanup caused a major traffic backup for several hours.

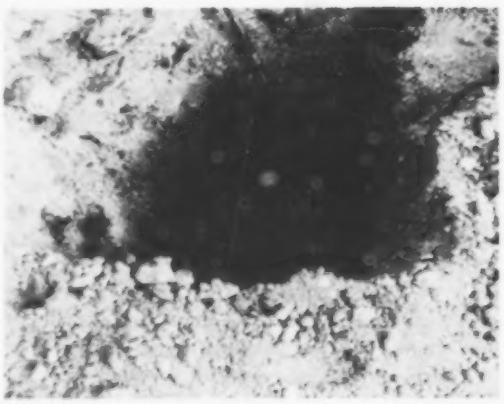
USS Port Royal Grounding

On 5 February at approximately 2013 the Navy vessel Port Royal (CG-73) grounded just off the reef runway at Honolulu International Airport. An estimated 250,000 gallons of diesel fuel and 200 gallons of lube oil was aboard. Clean Islands pollution response vessel was contracted and remained on scene until the Navy vessel was re-floated and towed into Pearl Harbor on 9 February. There was only a small diesel spill observed, however it was not determined if it was from one the many Navy tugs assisting or from the Port Royal. The NRDA for the reef damage is ongoing.

Honolulu International Airport

Aircraft Service International Tank Farm Release

On 23 July Aircraft Service International (ASI), which is located on Sand Island in Honolulu, reported that 3400 gallons of jet fuel had leaked over time from a underground PVC pipe at their fuel farm. No fuel reached the ocean less that a mile away.



ASI Trench

HAWAII DEPARTMENT OF HEALTH WEBSITE

Additional information about the environmental program and available documents can be obtained at the Department of Health web site at: http://www.hawaii.gov/health/environmental/hazard/index.html

Oregon

EMERGENCY RESPONSE PROGRAM,
OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

PROGRAM MISSION

The Emergency Response Program at the Department of Environmental Quality (DEQ) supports the agency's strategic direction to protect human health and the environment from toxics by preventing, preparing for, and minimizing the danger posed by catastrophic releases of dangerous chemicals.

The oil spill planning and preparedness responsibilities are carried out by staff located at DEQ's office in Portland and are augmented by response personnel located in three regional offices throughout Oregon. This program is responsible for facility and vessel oil spill contingency and prevention plan review, drills and exercises, geographic response planning, and general coordination of emergency response planning activities. DEQ provides leadership to the Northwest Area Committee and the Region X Response Team and associated committees, work groups and task forces.

Response activities are carried out by response personnel and State On-Scene Coordinators located at our offices in Portland, Bend and Eugene. This program is enhanced by personnel from several other programs that provide after-hours coordination and can fill various ICS positions.

The Oregon Oil Spill Prevention Act was passed by the Legislature during the 1991 regular session. This act directed DEQ to develop rules to provide for the prevention, preparedness and response to oil spills from large facilities, vessels and petroleum transportation industries.

After the rules were developed and approved by the Oregon Environmental Quality Commission, the first facility and vessel plans were submitted to DEQ in July, 1993. Geographic response plans (GRPs) and the statewide Oil and Hazardous Materials Emergency Response Plan were developed during this time. Additionally, several studies were conducted including the "West Coast Oil Transfer Locations" to identify high risk operations and areas that are vulnerable to oil spills. DEQ worked with the marine transportation and petroleum handling industries to develop a coordinated approach to oil spill prevention, preparedness and response. Eventually the GRPs and the Oil and Hazardous Materials Emergency Response Plan were incorporated into the Northwest Area Contingency Plan.

Challenges for Oregon's future remain. There are proposals to locate liquefied natural gas facilities in Oregon. The increase in ship traffic associated with such facilities could result in recommendations for changes to the current emergency response system. An increase in cruise ship activity could also have an effect on port activities. The Columbia/Willamette River system itself presents challenges to oil spill response with a small industrial base and high volume currents; our response resources must be carefully considered. Coastal ports such as Newport and Coos Bay will also present challenges if ship traffic either increases or decreases to these destinations.

SPILL STATISTICS

DEQ received over 2,300 notifications from the Oregon Emergency Response System in 2008. Further investigation of these notifications resulted in approximately 328 active spill projects including 167 incidents involving spilled petroleum products. Forty-one of these oil spills impacted freshwater and eight were to marine waters.

There were over 139 spills during 2008 that were over 42 gallons, up from just 93 in 2007. Sources for these spills included 74 spills from commercial trucks and seven from trains. Further analysis indicates that there were 24 spills of petroleum over 200 gallons and just six spills over 1,000 gallons.

PREPAREDNESS

Two of DEQ's key oil spill preparedness activities are the review and approval of both vessel and facility contingency plans, and verification that the resources listed in the plans are available for response. DEQ conducts regular inspections of equipment and participates in drills, exercises and training to ensure response personnel are adequately prepared. Other activities include maintaining and field verification of Geographic Response Plans

Equipment deployment drill

Photo T. Joslin

(GRPs) and participation in the Region X Regional Response Team and Area Committee, the Pacific States/British Columbia Oil Spill Task Force, and the Columbia Region Harbor Safety Committee. Specific projects for 2008-2009 included:

- Four oil spill contingency plans were approved;
- Four oil spill contingency plans are currently under review;
- DEQ participated in one industry-led National Preparedness for Response Exercise Program (NPREP) exercise;
- Participation in 3 worst-case scenario exercises and several tabletop exercises;
- Observation of facility boom deployments;
- Participation in GRP field verification including Tillamook Bay and Coos Bay;
- DEQ updated GIS layers for booming strategies; and
- Created a new expanded Logistics Table format.

Photo T. Joslin

Above: Planning brief at 2009 NPREP exercise

Right: Diesel fuel spill from facility located near the Willamette River in Eugene

Far right: Tank truck fire and spill on Interstate 5 near Wilsonville

RESPONSE

Oregon was fortunate over the last year and did not experience any major oil spills. Statistics indicate the most common source of oil spills are commercial trucks and a majority of spills to waters of the state are from non-regulated sources such as recreational and fishing vessels. The most common type of oil spilled is diesel fuel.

LEGISLATION

Two bills introduced during the 2009 legislative session have potential impacts on the Emergency Response Program:

- House Bill 3123 directs the Department of Environmental Quality to study impact on water quality of sewage, gray water and hazardous material discharged by vessels, as well as the availability of facilities for removal and treatment of waste from passenger vessels; and
- Senate Bill 105 increases maximum penalties for violations of environmental laws including releases of oil to waters of the State from $10,000 per day to $25,000 per day. It also increases the penalty for intentionally or recklessly causing an extreme hazard to public health or extensive damage to the environment from $100,000 to $250,000.

A third bill of interest is House Bill 3013 which outlines a detailed plan and timeline to complete evaluation of six potential marine reserve sites recommended by the Governor's Ocean Policy Advisory Council. In addition, the bill establishes two pilot marine reserve projects at Otter Rock near Depoe Bay and Redfish Rocks near Port Orford, and prescribes a process to evaluate the potential for reserves in four other areas of the coast.

OREGON EMERGENCY RESPONSE WEBSITE

For more information on the emergency response programs at DEQ, please go to: http://www.deq.state.or.us/lq/cu/emergency/index.htm

THE SPILL PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM OF THE WASHINGTON DEPARTMENT OF ECOLOGY

PROGRAM OVERVIEW

Washington State's Spill Prevention, Preparedness and Response program activities include responding to oil and hazardous materials spills, performing vessel and facility inspections, evaluating readiness drills, drug lab cleanups, contingency plan reviews, and much more. The program delivers services 24/7 from four regional offices and two smaller field offices.

Although many factors have shaped our program, lessons learned from our work activities have been of critical importance. Lessons learned from "preventable" spills help sharpen focus, drive our strategic planning, and direct our future work. While some of the challenges facing the program are somewhat predictable, many others are in constant flux – requiring us to be vigilant, in a constant state of readiness, flexible, and forward-thinking.

Twenty years ago, the Exxon Valdez spill - plus the Nestucca spill the year before- spurred Washington lawmakers into strong action. In 1990, the first organized spill preparedness group was created within Ecology to help ensure refineries, pipelines and other land-based oil storage facilities could effectively respond if they spilled oil. In 1991, the state Office of Marine Safety was established to focus on oil spill prevention from large commercial vessels including oil tankers and cargo ships. In 1997, the office merged into Ecology to form the agency's current Spills program.

Investment in the Spills program has dramatically reduced the number and volume of major spills in the state. In the five year period centered on 1990, Washington State averaged three major spills (over 10,000 gallons) annually to surface water. Today the average is about one spill of between 10,000 and 20,000 gallons per year.

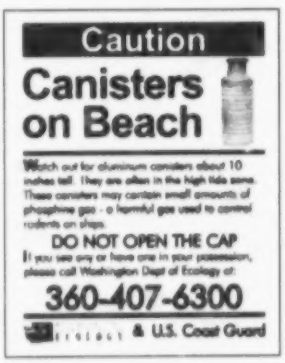
Since 1991, the state has also pursued efforts to station an emergency response tug at Neah Bay to keep disabled ships off the rocks and prevent spilling oil in the Strait of Juan de Fuca or on the outer coast. The response tug was first stationed at Neah Bay in 1999. For the first nine years, the state-funded tug at Neah Bay was available on a seasonal basis only. Since then, the state has funded the tug to be stationed year-round through June 30, 2010. Beginning July 1, 2010, the maritime industry will permanently pay for and operate the tug.

The following report provides a brief sampling of some of the many initiatives and activities of Washington's Spill Prevention, Preparedness and Response program.

SPILL INCIDENTS

Mysterious Canisters on the Washington Coast

In the late winters of 2008 and 2009, tens to hundreds of one liter canisters washed ashore along the outer coast of Washington. The incidents received widespread media coverage, and Ecology distributed hundreds of cautionary flyers to coastal residents and park rangers. Tests of the near-empty canisters confirmed the presence of a small amount of phosphine gas, which is used as a fumigant to kill rodents and other pests aboard cargo ships. To date, Ecology and the Coast Guard have not been able to determine the source of the canisters. However, because the emptied containers were found in different years, it is likely that the canisters were thrown overboard or washed away from more than one cargo ship that was traveling along the coast of Washington.



Post-flood Hazardous Materials Cleanup Completed in Lewis County

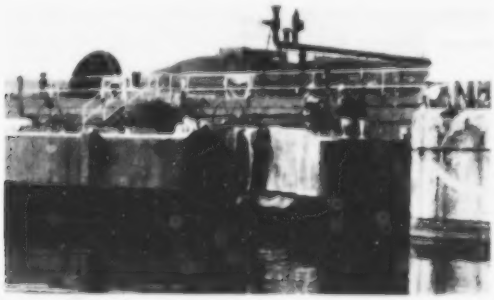
In August 2008, after nine months of sustained effort, Ecology and Washington Conservation Corps crews concluded cleanup efforts in the areas where flooding devastated Lewis County. The crews located and retrieved more than 2,800 containers deposited by the floodwaters. More than 800 tires

were collected and stockpiled for later disposal. To date, the cleanup effort has disposed of more than 3,500 gallons of oil, gasoline, paint-related materials, corrosive liquids, and pesticides left by the flood. In addition, more than 17,000 pounds of oil-contaminated debris and empty oil and hazardous material containers have been safely and properly discarded. Ecology will seek to recover funds spent on the project from the federal Oil Spill Liability Trust Fund.

Lewis County

Barge Accident at the Dalles Dam, Columbia River

On May 15, 2009, Ecology, the U.S. Coast Guard, and Tidewater Barge Lines responded to an allision at the Dalles Dam, about 85 miles east of Portland, Oregon, on the Columbia River. The double-hulled, Tidewater barge was carrying two million gallons of gasoline. The barge struck the "long wall" at the entrance to the locks, breaching the outer hull of the barge about three feet above the water line. The accident caused a four-foot by four-foot gash but did not damage the cargo tanks. The structural integrity of the barge and the navigation lock at the dam were not compromised. Fortunately, no fuel spilled. According to a Tidewater spokesman, the double-hull performed as designed, limiting the damage to the outer hull, while protecting the cargo tanks.



Barge Dam

Emergency Operations Force Jet to Dump Fuel near Bainbridge Island

On Wednesday April 29, 2009, Ecology mounted an aggressive response to determine potential environmental impacts to state waters after Asiana Airlines Flight 271 had to jettison an estimated 5,000 gallons of commercial jet fuel over Puget Sound. Jettisoning excess fuel during an emergency to lighten an aircraft's load and ensure a safe landing is a common procedure. The Boeing 777 was forced to take the emergency maneuver after the aircraft experienced engine failure shortly after takeoff from Seattle-Tacoma International Airport. The jet successfully landed back at the airport without incident. Because the fuel release occurred as part of an emergency operation to safely land the plane and save lives, Ecology did not levy penalties or fines.

Derelict Vessel Lady Phyl Seized in Neah Bay

During an Ecology and U.S. Coast Guard derelict vessel assessment project in Neah Bay, the Lady Phyl was found on May 19, 2009 to have more than 1000 gallons of waste oil, diesel and contaminated water in the bottom of vessel. The owner was unable to remove the oil and make the vessel seaworthy, so an environmental cleanup contractor was hired and removed 1500 gallons of oil and oil-contaminated water.

Because the Lady Phyl was in such poor repair with substantial damage to the hull, the Washington Department of Natural Resources declared the vessel an emergency, took temporary custody and moved the vessel to the Port of Neah Bay Marina. The vessel is currently undergoing a 30-day DNR "Notice of Intent to Take Custody" process. DNR intends to take formal and full custody of the vessel in late June 2009 in order to dispose of it properly.

Lady Phyl starboard

2009 LEGISLATIVE SESSION

On March 24, 2009, Governor Chris Gregoire signed a bill that ensures an emergency response tug will be permanently stationed at Neah Bay to keep disabled ships from drifting onto rocks and causing a major oil spill in some of our most pristine waters. Under Washington's 2009 -11 Budget, the state will spend $3.5 million to keep a state-funded tug at Neah Bay until June 30, 2010. However, on July 1, 2010, the maritime industry will be permanently paying for and operating the tug.

The Spills Program began the 2009 legislative session facing a 24 FTE and $9 million program reduction. We emerged from the session with a $1.9 million and 8 FTE funding shortfall that we will have to manage within the next two years. Ecology received a $500 thousand supplemental budget for this fiscal year ending June 30, 2009, keeping the Program from having to cut services.

PREVENTION

Emergency Response Tug at Neah Bay

For the past ten years, the state has funded an emergency response tug stationed at Neah Bay as an important safety net to prevent disabled ships and barges from grounding in the western Strait of Juan de Fuca or off our outer coast. Since 1999, the tug has deployed to stand by or directly assist 42 vessels that were either completely disabled or had reduced maneuvering ability. On eight of these responses the tug had to take the disabled vessels in tow to prevent them from drifting onto the rocks and spilling oil. The actions taken in those eight cases helped prevent a combined spill potential of nearly 5 million gallons of oil. Within the past year (2008-2009), the response tug, operated by Crowley Maritime under contract to the State, was dispatched twice to tow or escort these vessels safely to ports inside the entrance to the Strait of Juan de Fuca.

Until this past year the tug was only on station during the harshest season, winter; 2009 represented the first year that the response tug was funded for full-year coverage. As noted in our legislative update, 2010 will be the final year the state will fund the emergency response tug. As of July 2010, the responsibility for maintaining this emergency response capability will shift to the maritime industry.

Oil Transfer Rules

In 2004, the Legislature broadened Ecology's authority for monitoring fueling and cargo oil transfers occurring over water, including both vessel-to-vessel transfers and transfers between vessels and fixed or mobile facilities. Over 41 million gallons of oil are delivered over Washington's sensitive waterways every day. These new rules, which went into effect in October 2006, require that Ecology be notified in advance of the nearly 15,000 transfers that occur each year so state inspections can be scheduled. To facilitate these required federal and state notifications, Ecology established a web-based and automated facsimile reporting system that is shared with the U.S. Coast Guard.

Since October 2007, the rules also require that tank vessels and oil handling facilities pre-boom high flow rate oil transfer operations, whenever it is safe and effective to do so (see image at left). If conditions do not permit pre-booming, then alternative protective measures must be in place during the oil transfer. Since the rules have been in effect, the pre-booming rates have continued to improve. While the overall pre-booming rate of all oil transfers subject to the requirements has been about 80% since 2007, the pre-booming rate within Puget Sound was over 92% this past year. In addition, many other vessels and facilities that are not required to be pre-boomed under the regulations have nonetheless been pre-booming to reduce the impact of spills that might occur.

PREPAREDNESS

Oil Spill Contingency Plan Approval

Equipment verification is now a continuous part of our oil spill contingency plan review and approval process. Preventative maintenance programs are

required to be described by plan holders and response contactors. In 2008, Ecology inspectors audited these programs and shared lessons learned to improve them. Most companies have staff assigned to perform maintenance checks and have excellent programs in place to conduct follow manufacturer recommendations for inspection frequency, monitor results, and make necessary repairs or purchases to maintain readiness. The goal of early intervention in the readiness cycle is to ensure that there are no system failures when spills occur.

Drills

The Spills Program values the capturing and implementation of lessons learned from drills and oil spills, even if they occur elsewhere in the nation or world. We frequently work with other states for permission to observe or participate in spill responses, read reports from other spills, and participate in lessons learned task forces or workgroups. After the Dalco Passage spill in 2004, we learned that improving the liaison function within the Unified Command structure was critical and began working on the issue. The Cosco Busan spill in 2007 reinforced that lesson, and gave us additional ideas to inform and involve communities before and after spills occur. In 2008, drills were designed to focus on lessons for improved wildlife rehabilitation efforts, efficiency in configuration of skimming resources, aerial observation, and volunteer management.

RESPONSE

Technology Allows Early Assessment and Tracking of Oil Spills

Specialized aerial observation platforms are used for the early detection and assessment of on-water oil spills. In 2007-2008, Ecology worked with both the King County Sheriff's Office (KCSO) and the Washington State Patrol (WSP) to expand shared use of their aerial platforms. Both the King County Sheriff's Guardian One helicopter and the WSP fixed wing aircraft are equipped with Forward Looking Infrared Radar (FLIR) capability. FLIR technology allows responders to see oil spills on water at night. In February 2009, a KCSO helicopter – under a contract with Ecology – provided infrared images that helped pinpoint a diesel fuel spill at 3 a.m. (under cover of darkness). The spill covered an area approximately 100 feet wide and one-half to three-quarters of a mile long, north to south.

FLIR screen

Columbia and Snake River Spill Response Initiative

The Columbia and Snake River Spill Response Initiative (CSR-SRI) is a collaborative effort by local, state, and federal response partners and industry to meet the challenges of aggressive oil spill responses in our inland areas. This effort brings together resources specifically tailored for rivers, including emergency contact information for local responders, mutual aid agreements, customized strategies for oil spill response, modified maps of the area, and more equipment and training opportunities.

The CSR-SRI paid off in providing a well coordinated response to the grounding of the 87 foot tug Deschutes on the Columbia River in December 2007. Strong winds drove the tug aground, breaching a 6,000 gallon fuel tank. The CSR-SRI members sprang into action and quickly deployed boom around the vessel, minimizing the threat of a spill.

PARTNERSHIPS

Partnerships with other state and federal agencies, legislators, industry, environmental groups, tribes and the public have resulted in effective prevention and planning measures and well-coordinated, aggressive spill responses. These partnerships are fundamental to our success.

FUTURE EXPECTATIONS

Oil Spill Risk Studies

In 2008, Washington State conducted several important studies on oil spill risk to examine the relationship between equitable funding for the oil spill prevention, preparedness and response programs and oil spill risk. These studies include:

- Joint Legislative Audit and Review Committee's Report: "Review of Oil Spill Risk and Comparison to Funding Mechanism" – The report focuses on identifying the sources of risk for oil spills and to align the identified sources of risk with the revenue mechanism (barrel tax).
- Ecology's Spills Program Report: "Oil Spill Risk in Industry Sectors Regulated by Washington Department of Ecology Spills Program for Oil Spill Prevention and Preparedness" – This is a companion report to the JLARC report offering a narrower focus of oil spill risk on the industry sectors that are within the current statutory authority of the Spills Program.
- Ecology's workload analysis – This is an internal workload analysis to determine how much prevention and preparedness staff time was spent on each of the industry sectors identified in the JLARC report.

Public Education and Outreach Services

As resources and opportunities allow, we will broaden our outreach campaigns aimed at preventing small oil spills to state waters. We will expand our field visits to ports, commercial fishing boats, and marinas around the state, and plan to work closely with the state's commercial fishing fleet as it prepares to depart for coastal fishing grounds. We will continue to work with the University of Washington's SeaGrant program, Washington's Clean Marina program, and the Washington Parks and Recreation Commission. These services include providing information to recreational boaters and commercial vessel operators on environmentally safe fueling methods and waste disposal options.

We will add more real-time content to our web site and share information with the public on a variety of important oil spill issues. Our goal is to provide reliable, accurate, and timely spill updates to local authorities, the media, volunteers, and the public. We hope to use this tool to alert, register and train volunteers who want to assist with response and wildlife rescue/rehabilitation efforts.

Volunteer Management

Managing volunteers is a critical part of ensuring public support and mounting an effective response for major oil spills. Through the Pacific States/British Columbia Oil Spill Task Force, Ecology and other West Coast State response partners created Volunteer Management Planning Guidelines. The guidelines will provide Area Committees across the nation with a framework to develop Volunteer Management Plans. These guidelines were provided to the US Environmental Protection Agency and U.S. Coast Guard for use as the National Response Team develops national volunteer management guidelines. Ecology is working with the Northwest Area Committee to update the volunteer management policy in the Northwest Area Contingency Plan.

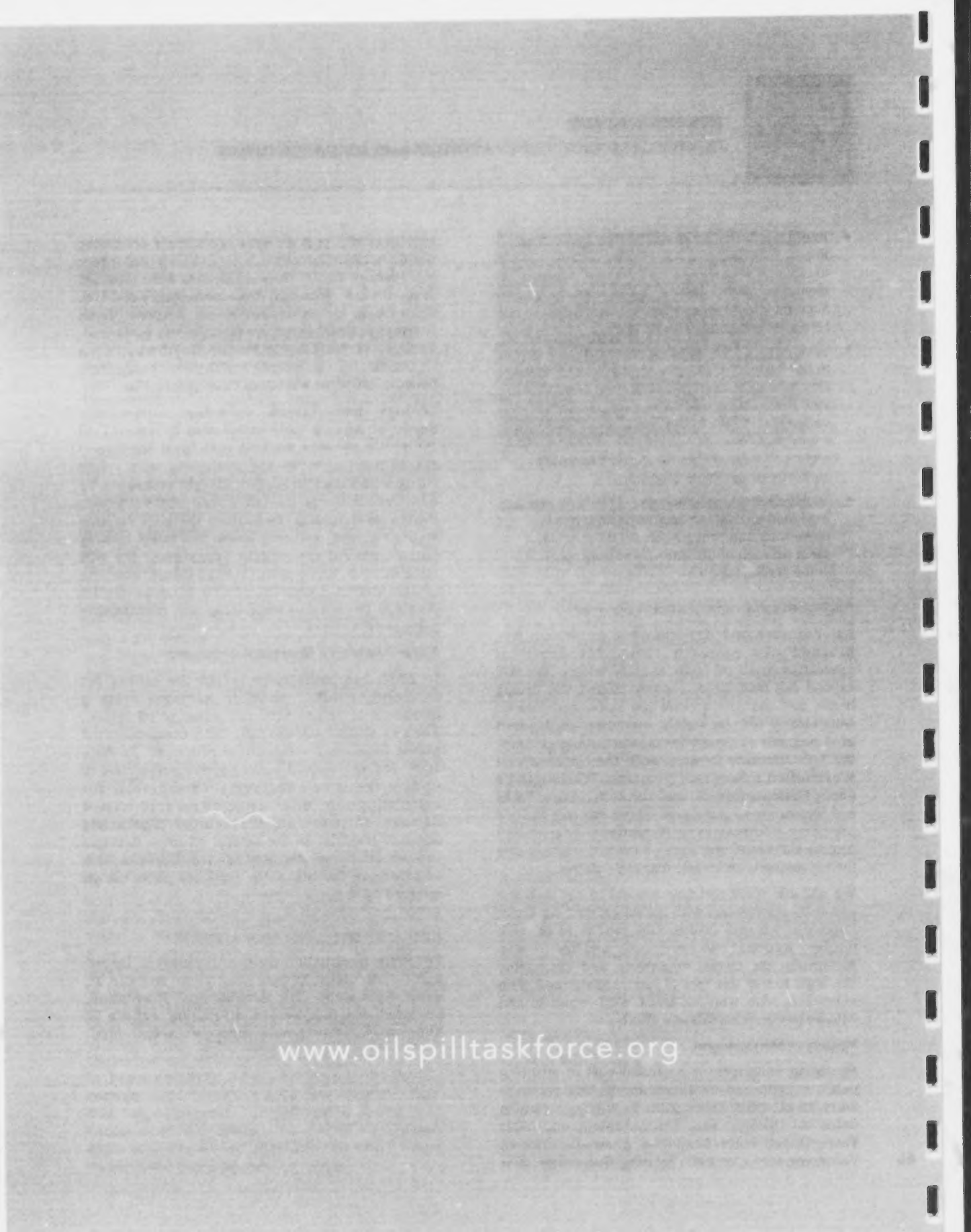
Ecology has trained volunteer community Beachwatchers on early assessment of reported oil spills. We are also working with local emergency management agencies and evaluating state policy changes necessary to support oil spill volunteers. In addition, Ecology has advanced our volunteer management strategy by training shoreline cleanup supervisors and preparing health and safety training curriculum for convergent volunteers. We will continue to work with stakeholders and the Legislature to determine if new funding can be provided to continue organizing and coordinating volunteers.

Natural Resource Damage Assessment

In 2007, the Legislature raised the ceiling for assessing natural resource damages from a maximum of $50 to $100 per gallon of oil spilled. The new upper limit will more fairly compensate the public for damages to natural resources. In early 2009, Ecology adopted a corresponding regulation to update the state's mathematical formulas for calculating the dollar value of oil spill-related damages to state natural resources. The newly adjusted formulas in the natural resource damages compensation table are now mathematically capable of achieving the full $1 to $100 per gallon range required by law.

ECOLOGY SPILL PROGRAM WEBSITE

For more information on the Washington Deparment of Ecology, please visit their website at: www.ecy.wa.gov. The Ecology Spill Prevention, Preparedness, and Response Program website is: http://www.ecy.wa.gov/programs/spills/spills.html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